

THE
TOWNSHIP
OF
OCEAN



1849 - 1949

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THE TOWNSHIP OF OCEAN

MONMOUTH COUNTY
NEW JERSEY



COMMEMORATIVE BOOK

PUBLISHED FOR THE

Centennial Celebration

August 1949

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On application to the Legislature by the inhabitants of the Township of Shrewsbury for a division of said Township the following act was passed -
(2d Sess.)

Assembly - No 51 -

State of New Jersey -

An act to divide the Township of Shrewsbury in the County of Monmouth.
1st. Be it enacted

... from the corner of Skelton's ...
... thence on a straight line running west of the School House near John P. L. Dillond to the Cornell line: The portion of the Township of Shrewsbury and the Southeastern parts to be called the Township of Ocean.

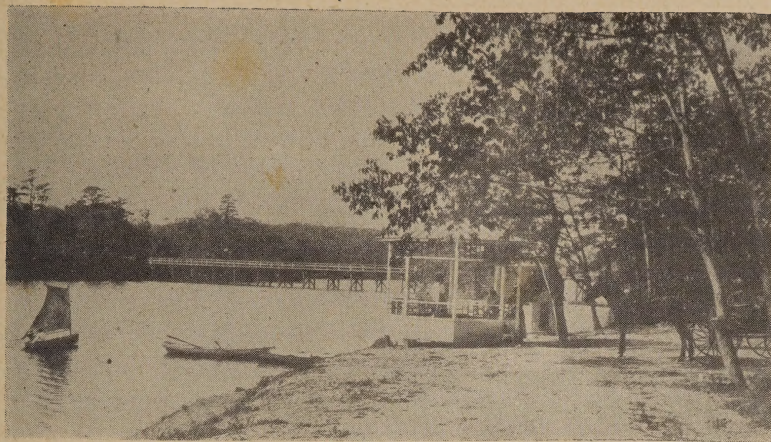
2nd. And be it enacted, that the inhabitants of the last mentioned Township of Shrewsbury

... and of each of ...
... shall be liable to pay their proportion of the debts, if any there be -

3rd. And be it enacted, that this act take effect immediately.

Approved Feb. 21st 1849.

BIRTH CERTIFICATE—It was a century ago, on Feb. 21, 1849, that the State Legislature enacted a law creating the Township of Ocean, apart from the Township of Shrewsbury. The above excerpts from that law were found in Ocean Township's first minute book on file at the Township Hall in Oakhurst.



Deal Lake Vista — 1895

THE Township of Ocean is a part of that land which, in Sept., 1609, was described by the log-keeper of Captain Henry Hudson's "Half Moon" as "a very good land to fall in with and a pleasant place to see." This very apt observation was made when the intrepid voyagers on that tiny craft landed inside of Sandy Hook and so became the first Europeans to tread the soil that is now Monmouth County. Thus the story of the Township of Ocean, which in this year, 1949, celebrates its centennial as a component part of Monmouth County, extends back through the mists of the years to the Indian occupation and the coming of the white man.

After Hudson's landing and until 1664, the Dutch claimed this entire region and settled some of the land. However, they lost control of it when the English, by armed force, pressed their prior claims and forced the Dutch governor, Peter Stuyvesant, to surrender. The following year the entire state of New Jersey was included in territory conveyed by King Charles II of England to his brother James, Duke of York who, in turn, granted that part lying between the Hudson and Delaware rivers, and south of 41 degrees 40 minutes north latitude to Lords John Berkeley and George Carteret. In July of 1676 the state was divided by a line from the east side of Little Egg Harbor to the most northerly point of boundary on the Delaware, thus creating the territories of West Jersey and East Jersey; and in 1683 the latter was divided into four counties: Bergen, Essex, Middlesex and Monmouth.

The first subdivision of Monmouth County occurred in October, 1693, when the townships of Middletown, Shrewsbury, and Freehold were created. The line between the first two extended "as far west as the Burlington Path" which was an old Indian trail running from the Delaware River to the sea. Shrewsbury then was composed of the present townships of Howell, Wall, Eatontown, Ocean, Neptune, a part of Atlantic, and all of Ocean County.

Ocean Township's existence as a political subdivision of Monmouth County began on February 21, 1849, when an act of the Legislature divided Shrewsbury into two townships, the northwesterly part to be called the Township of Shrewsbury, and the southeasterly part the Township of Ocean. The line of demarcation was described as: "beginning at the mouth of South Shrewsbury river, and running up said river to Eatontown Landing creek to the easterly line of Jacob White's land; thence northerly along the line of land between Jacob White and Peter Castler to Parker's Creek; thence up said creek to the Eatontown millbrook; thence up the pond to a point where a line south 10 degrees west will strike the road west of Asel Spinning's; thence on a straight line leading to the road from Eatontown to Shark River, where said road crosses Cranberry brook, thence along said road as it crosses Jumping Brook to the northwest corner of Skulthorp's farm; and thence on a straight line running west of the schoolhouse near John P. L. Tilton's to the Howell Township line.

The act provided "that the inhabitants of the Township of Ocean shall hold their first annual meeting on the second Tuesday in March, 1849, at the house of James Anderson in Eatontown." It further provided that the township committees of Shrewsbury and Ocean meet March 24, 1849 at the home of John L. Doby in the village of Shrewsbury "to apportion all properties and moneys on hand, due or to become due and to pay their proportion of the debts if any." In compliance with the provisions of the legislative enactment, the first meeting was held in Anderson's home at Eatontown, which was then within the confines of the township. First to be elected to the governing body were William R. Maps, Eden Woolley, George W. Shaf-to, Benjamin W. Corlies, and Joseph Barclay. Edmund L. Woolley was named town clerk; Henry Wardell, assessor; Elisha West, collector; Ethan A. Fay, judge of election; Isaiah S. Lane and Henry Wolcott, Jr., chosen freeholders; William Carson, Jr., surveyor of highways; Elias Truax, overseer of the poor; John Flesin, John Wolcott, Thomas Aumack, Anthony Truax and Charles L. Fleming, justices of the peace; John G. Chamberlain, Joseph A. Bennett, Thomas G. Brown, and David I. Morton, constables; James Gardner, poundkeeper.

In those early days, Ocean Township embraced considerable territory. Its northerly boundary extended along the South Shrewsbury River to Highlands; its southernmost jurisdiction being the north bank of Shark River. Westward it extended to the Shrewsbury Township line and included Eatontown. Also within its limits were what it now Neptune Township, all the oceanfront between Shark River and the South Shrewsbury (not to confuse this with the Navesink farther north), including what is now Avon, Bradley Beach, Ocean Grove, Asbury Park, Allenhurst, Deal, Long Branch, and the beaches north as far as Highlands together with all of Eatontown Township. Its western boundary extended well within the village of Wayside. Contrary to the belief of some, the peninsula of Sandy Hook was never a part of the township. It was ceded to the United States government in 1790 as a military reservation.

Before many years had passed there came a desire on the part of various sections of the Township to establish and maintain their own local governments. Long Branch took the lead in 1867 by incorporating as a borough. In the same year a township called Lincoln was erected from a part of Ocean Township but the act creating it was repealed in 1868 and Lincoln Township was erased from the

map of Monmouth and thereafter referred to as the "lost township." In 1873 Eatontown Township separated to be followed in 1879 by Neptune Township. Sea Bright went its own way in 1886 as did Allenhurst in 1897. The next separation was Deal in 1898 followed by Monmouth Beach in 1906. Interlaken seceded in 1922.

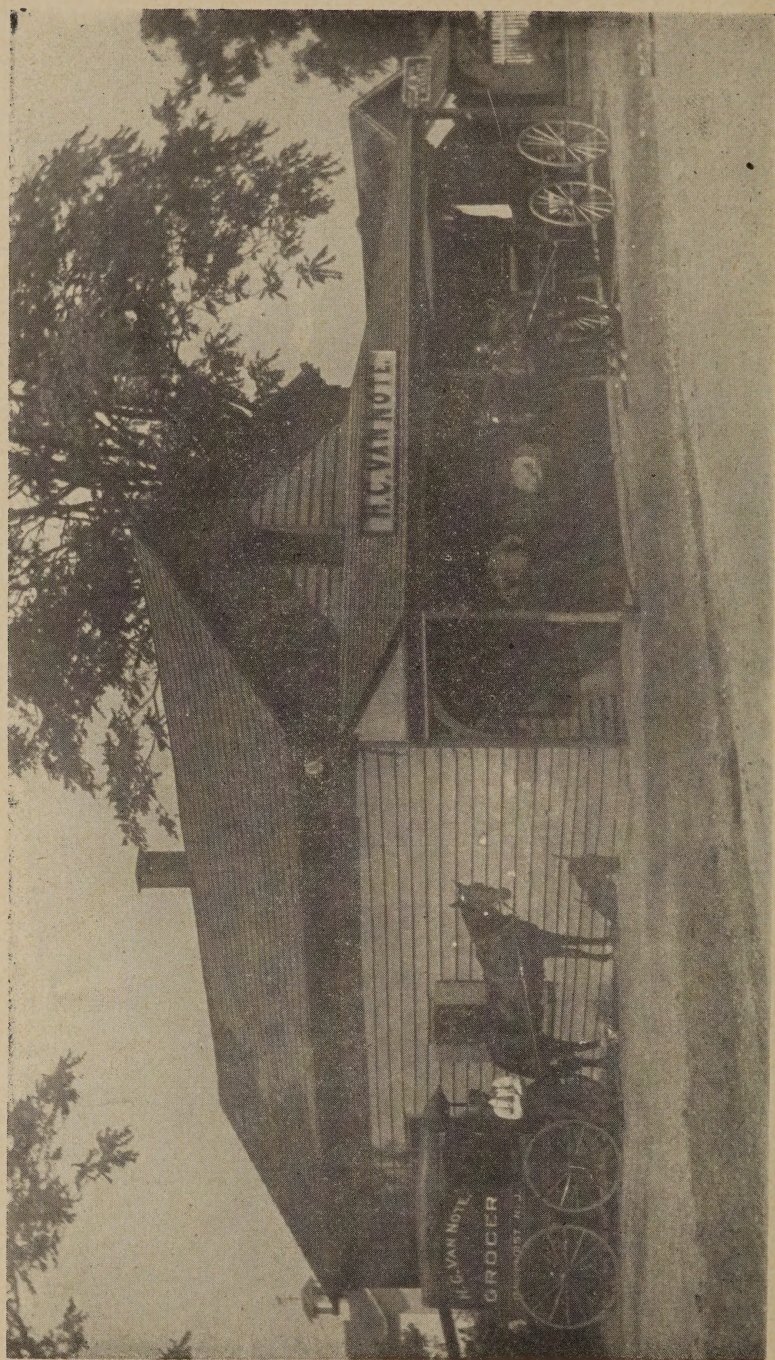
Today Ocean Township's area has shrunk to less than a quarter of its original proportions but the shrinkage is small compared to the land loss sustained by Shrewsbury, once the largest township in the state, extending as it did from the Navesink river on the north to Little Egg Harbor on the south, and westward to the Burlington and Middlesex county lines.

Ocean's present boundaries are as follows:

Beginning at the intersection of the center of the south branch of Deal Lake and Asbury Avenue, the line runs west along that avenue to Wayside road, thence north along Wayside road to Whale Pond Brook. Following the course of the brook, it continues east to Norwood Avenue, thence south on Norwood Avenue to Poplar Brook, west along that brook to the tracks of the New York and Long Branch railroad. From that point it follows the railroad tracks to Roseld Avenue, west along that thoroughfare to a point about two hundred feet west of its intersection with Golf Road in Deal Park. It then continues in a southeasterly direction in a line parallel with the direction of Golf Road, across the grounds of the Deal golf club to the center of the north branch of Deal Lake. From there it follows the center line of the lake around Allenhurst Park and West Allenhurst to Corlies Avenue, west on Corlies Avenue to Wickapecko Drive, thence south along Wickapecko Drive to the first branch of Deal Lake south of Grassmere Avenue. Eastwardly along the lake's center, the line continues around Wanamassa, past Iona Park and Colonial Terrace to the point of beginning. All of Loch Arbour is also included although it is entirely separated, geographically, from the rest of the township.



Chas. J. Smith Butcher Shop which stood on 50 Monmouth Road, as it looked fifty years ago.



Oakhurst's Post Office and first public telephone were in H. C. Van Note's General Store, in 1905.

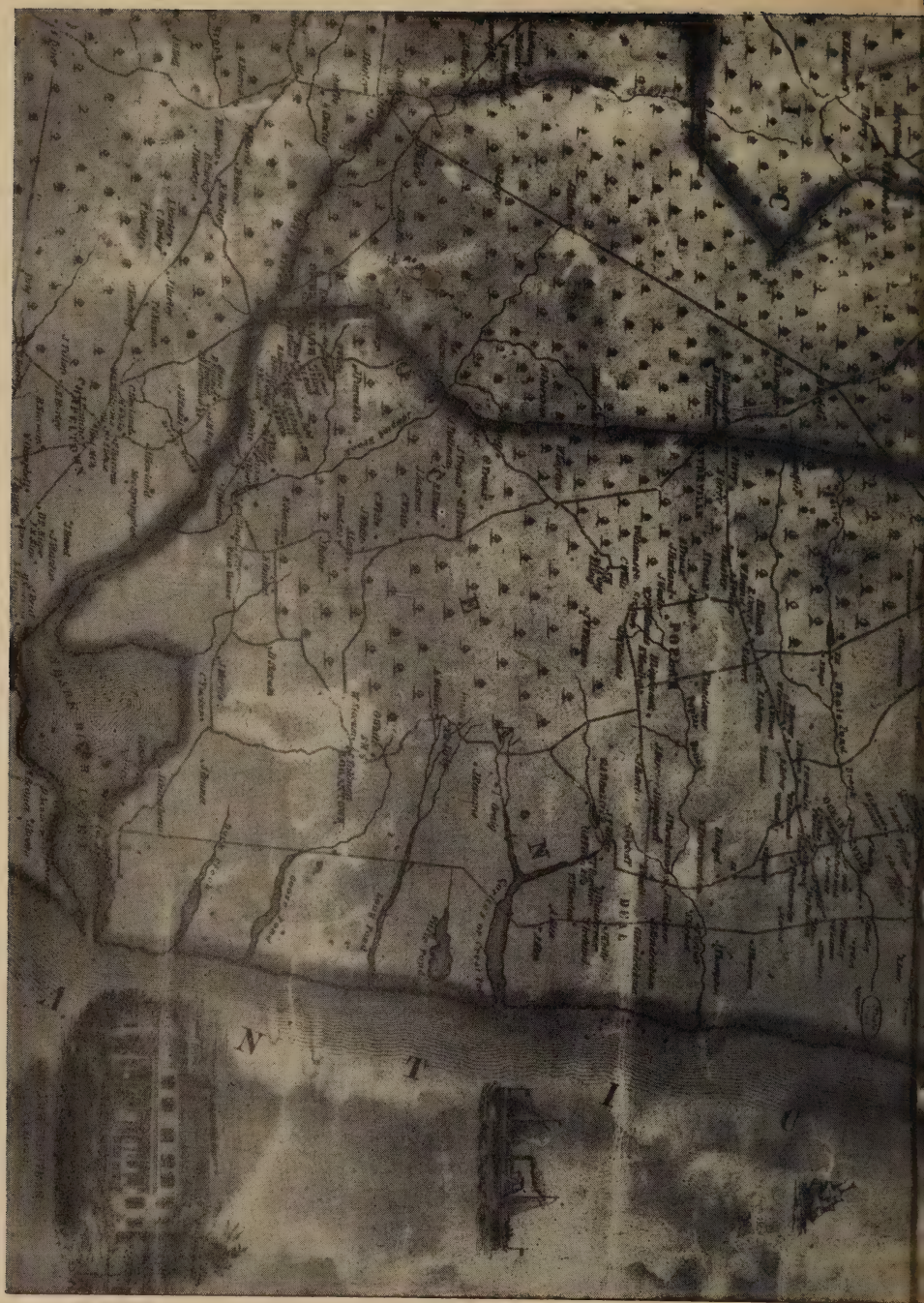
THE first settlements in Monmouth County were made about 1664 by some Dutch from New Amsterdam and English from Long Island. These people were Quakers and Baptists evidently fleeing from Puritan persecution which was rampant at that time. They established their homes in the Middletown-Highlands area at "Nawasink, Navarumsunk, and Pootapeck" and insured title to their lands by purchase from the Indian sachems. These titles were further confirmed on the 8th day of April, 1665, when Richard Nicholls, the first governor of the province, executed the famous Monmouth or Nicholls patent which embraced all of Monmouth County and portions of Middlesex and Ocean Counties.

After the writing of the patent, settlers increased rapidly and in 1670 many familiar names appeared among those who established their homes in the region, a few of which are: Allen, Bowne, Davis, Havens, Hazard, Holmes, Hulett, Layton, Leonard, Mount, Parker, Slocum, Stout, Throckmorton, Tilton, Wardell, West, and Woolley. Among them were the forefathers of many present day Ocean Township residents who are as justly proud of their lineage as any of the "First Families of Virginia" or the "Blue Bloods" of New England.

Among the early settlers in that part of Shrewsbury that later became Ocean Township was John Slocum, one of the Associate Patentees of Monmouth. According to legend, during Slocum's negotiations with the Indians for the purchase of land which now is part of the City of Long Branch, a dispute arose over the unit of measurement to be used in determining the extent of the land. It was finally agreed that the outcome of a wrestling match would decide the matter. If Slocum were the victor, he would be permitted to purchase all the land he could walk around in one day. If the Indian contestant, Vow-a-vapon, proved to be the better wrestler, Slocum and his party were to leave without purchasing any land. The result of the contest has been told many times—Slocum, after an exhausting battle, triumphed over his adversary and the Indians fulfilled their agreement faithfully by permitting Slocum to "walk off" his land.

Slocum and his two brothers, Nathaniel and Peter, took the area from the seashore to Turtle Mill Brook, including the land lying north of Fish Path (Broadway) from the sea to Eatontown and between these two points to the south of Shrewsbury, excepting Fresh Pond (Monmouth Beach) and Snag Swamp. In 1683 John Slocum was foreman of the grand jury, chief ranger of Monmouth County, and one of the commissioners for laying out roads. In 1688 a road was laid out "from the King's Highway that crosseth the brook, the bounds between John Slocum and his brother, Nathaniel, past Thomas Hulett and Henry Chamberlain to Whale Pond Brook, past Thomas Eaton's and Samuel White's to Horse Pound by his little water pond, and through Deale."

Lands comprising parts of Ocean Township, including part of Deal, Wanamassa and Asbury Park, were purchased from the Indians in 1687 by Gawen (or Gavin) Drummond, a Scotsman and a surveyor, for "one gun, five match coats, one kettle and two pounds weight of powder". This was revealed in an old deed unearthed during the sale of the former Col. George B. M. Harvey property at West Deal to Mrs. Lucille M. Andrews of New York several years ago. The



Map of The Township of Ocean in 18



Showing Original Boundaries

deed was signed by Wanamassa, Wallammassekaman and Waywinotunce, chief sachems, "With consent of the Indians of their tribes".

This is what the deed said, in part: "Wee Wanamassa, Wallammassekaman and Waywinotunce, chief sachems, with consent of the rest of the Indians, doe by this pret. bargaine & sell (in name & behalf of the Governor and Proprietor of East New Jersey) to Gawen Drummond a Tract of Land lying within the Branches a Great pone called by the said Indians Wickapecko and bounded by Thomas Potter and Samuel White on the north side, by the Pone (pond) on the east, the immediate southmost brooke or branch on the south & by a line of Marked trees on the west, on the Skirts of the Pine Hills which land above written with the meadow of the two small pones on the south side of the said Great Pone Wee and said Indians above named doe grant the Receipt of One Gun, five Match Coats, One Kettle and Two pounds weight of powder of the hand of the said Gawen Drummond in name aforesaid & discharge the said Drummond and all others concerned for the payment of said land & we bind oblige us our heirs Admrs. & successors to warrt. this bill of Sale to be firm & sure and Free & Harmless keep the said Governors & Proprietors their heirs executors & Assigns in the Peaceable possession & habitation of the said Land & Meadow at all hands & against all deadly as law will."

"In witness whereof we have sett our hands and seals at Long Branch the Sixth day of April one thousand six hundred eighty seven years and . . . Wallammassekaman & Waywinotunce the—day of July one thousand six hundred eighty eight . . . Wanamassa X his mark, Wallammassekaman X his mark, Waywinotunce X his mark. Sealed Subscribed & delivered in presence of William Harge Benjamin Rodgers X his mark."

Wanamassa acquired its name from this same Indian chief. At the time of the transfer of the lands to Drummond, the Indians, who were of the Lenni Lenape or Delaware nation, inhabited the territory only during the summer months, hunting and fishing and indulging in various forms of recreational pursuits. Deal lake then was the 'highway' to the beach for the aborigines and birchbark canoes provided their transportation from camp to beach. In the late fall it was the custom of the red men to migrate to their winter homes.

Romance is interwoven in the story of Drummond's acquisition of his lands from the Indians. Tradition has it that an Indian princess, Nissima, had, in accordance with Indian custom, been left at the Wanamassa camp one day while the tribesmen went to the beach to fish, and it so happened that Drummond, on a surveying expedition, entered the clearing where the girl reposed in her tepee. The story has it that Drummond and the Indian princess became infatuated with each other and his visits to the camp were more frequent than they were wise. One day the tribe, returning from the shore, surprised the young Scotsman in his courting and he was forced to make a hurried departure. A quarrel is said to have ensued between the princess and her father, and when the tribe returned to its winter home she deserted and went out in service with the families of colonial settlers.

Some years later, so the story goes, Gawen went to visit a cousin, a minister who lived near Delaware Water Gap. Much to his amazement, there he found Nissima who had acquired an education and was installed in the clergyman's household where she cared for and

instructed the children. The meeting culminated in the marriage of the re-united lovers and, in the end, both made peace with the tribe. Upon his return to the Jersey shore in the summer, Drummond is said to have received a grant of considerable land and that, according to tradition, is how he came into possession of the territory which he later sold at a huge profit. Some of the descendants of Gawen and his Indian wife are said to be still living in this area. Several of the earliest members of the Drummond family are buried in the old Shrewsbury churchyards, others of the later generations lie in the Drummond cemetery on Wickapecko Drive, West Deal, just north of Corlies Avenue.

Ocean Township, at the present time, includes 23 communities or subdivisions. They are: Allenhurst Park, Asbury Park Estates, Colonial Terrace, Deal Beach Estates, Deal Manor, Deal Park, Deal Terrace, Elberon Manor, Elberon Park, part of Green Grove, Interlaken Estates, Iona Park, Loch Arbour, Oakhurst, Oakhurst Manor, Shadow Lawn Manor, Sunset Manor, Wanamassa, Wanamassa Park, Wayside, West Allenhurst, West Deal and West Elberon Park.

Later day development of Wanamassa was begun more than half a century ago by a YMCA organization when the tract was purchased as a campmeeting and revival community. An auditorium was built just north of the Sunset Avenue bridge and an athletic field and running track laid out on the point where Amos E. Kraybill's residence is located. Traces of this track can still be seen. Lots were sold for awhile and then the market slumped and the project was abandoned.

The property lay dormant for a number of years and then, around 1907, Nathan J. Taylor, with J. Edward Wortman as agent, purchased 250 lots which were offered for sale. Wanamassa was not long in acquiring a reputation as a high-class bungalow colony. The Wanamassa Realty Company was later organized by Clarence Hetrick, Samuel A. Patterson and George A. Smock. The point opposite the athletic grounds (stadium) was filled in and a number of bungalows built.

A popular rendezvous in Wanamassa during the early days was "The Farm," founded by R. R. Hulick. It was later purchased and enlarged by Mr. and Mrs. Charles J. Kelly (Charlie Ross and Mabel Fenton of theatrical fame) and became the famous "Ross-Fenton Farm". The "Farm" was once a training camp for famous prize fighters, "Bob" Fitzsimmons working out there prior to one of the world heavyweight championship bouts. James J. ("Gentleman Jim") Corbett, whom he defeated for the title, trained at Loch Arbour.

Loch Arbour, where Ocean Township has its only remaining stretch of beachfront, is unique in that it has no stores, but is a strictly residential resort. At the sea end it is a scant two blocks in width, while from Norwood Avenue west to Main Street it is a block and a half wide, the dividing line running between Euclid Avenue and Elberon Avenue, in Allenhurst. In 1820, the area comprising Loch Arbour—then 1,320 feet on the ocean and 4,224 feet along Deal Lake—was owned by Jacob Corlies. Later the land was acquired by Dr. Samuel Johnson who developed it, beginning in 1884. The place where Corbett, James Jeffries, Joe Choyinski, Kid McCoy and other noted pugilists trained was the cottage of William A. Brady, sports promoter and theatrical producer, on the south side of Euclid Avenue, near Norwood.

Loch Arbour, with Interlaken, once had a railroad station, on the east side of the tracks just south of the Interlaken crossing. It was



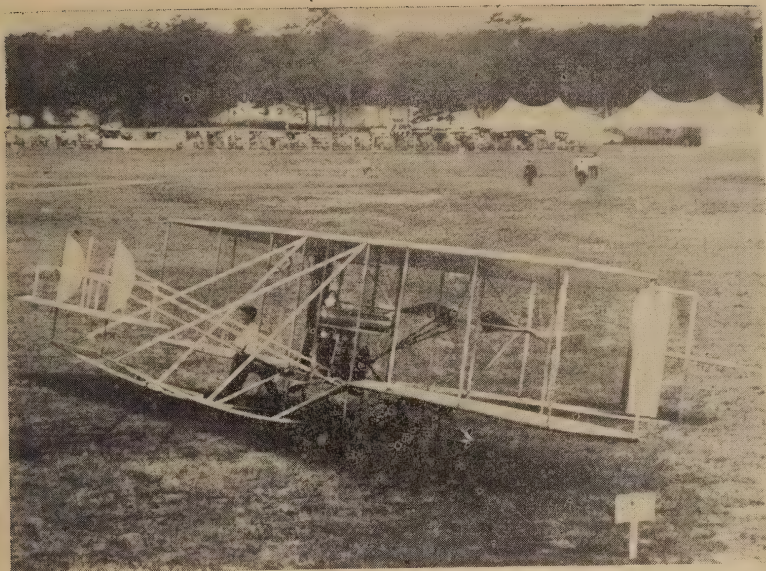
Original Ross Fenton Farm, 1895

abandoned many years ago. Dr. Johnson, at the time he owned Loch Arbour, also owned the entrance to Interlaken, which was developed by the Stormfelz, Lovely Compay, and later by Nelson J. Schœen and his associates in the Land and Mortgage agency.

Interlaken was a part of Ocean Township when the Wright brothers, Wilbur and Orville, staged one of their first aviation meets in the east, back in 1910, on a field along Wickapecko Drive, north of Bendermere Avenue. It was a 10-day meet and every day when the weather was propitious (it had to be in those days or the "crates" couldn't fly) thousands of spectators were in attendance. One of the fliers, Walter Brookins, who had just established a world height record by ascending some 7,000 feet, crashed into the filled grandstand the first day and the flier and a number of the spectators were injured. The only fatality of the meet occurred when "Benny" Prinz, a balloon trapeze performer, fell 4,000 feet to his death when the trapeze bar broke. The tree into which the unfortunate balloonist plunged still stands alongside Wickapecko Drive.

Both of the Wright brothers, who only a few years before had made their first successful flight at Kitty Hawk, N. C., attended the meet. Other fliers besides Brookins were Arch. Hoxey, Ralph Johnstone, Frank Coffyn, and D. LaChapelle. Both Hoxey and Johnstone were killed later in the same year while flying in the west.

Colonial Terrace is of comparatively recent origin, having been developed by Frederick M. Bimbler, Bradley Beach contractor, about 25 years ago. Prior to the time Bimbler began clearing brush and cutting thru streets, the territory was mostly woodland, except for the western section, where there was a number of sand pits and small green-water pools where workers from the Drummond brickyard had operated.



Interlaken Aviation Meet, 1910

West Allenhurst was laid out about 55 years ago by the same Mr. Wortman who helped develop Wanamassa. It covers about 40 acres. The section was at one time called Edgemere, the name being changed by Mr. Wortman so that it could more easily be identified with the coast. The land was purchased from Charles Boud of Farmingdale. Many of the lots were sold at a mammoth ox barbecue conducted by Mr. Wortman in conjunction with an auction with Jerre Johnson of New York, as the auctioneer.

Allenhurst Park, situated on Deal Lake adjoining West Allenhurst, was formerly property owned by Leon F. Blanchard. Some twenty-five years ago the area was developed by Allenhurst Park Estates, Incorporated, which consisted of Mr. Blanchard's son, Wallace H. and Adrian G. Chamberlain, both of whom still reside in the district, and their associates. Many new residences of imposing character have been constructed there during the past few years.

Back in the 1880's and 90's, an extensive brickyard was operated on the present site of Colonial Terrace. It was here that John and Robert Drummond manufactured many of the bricks used in constructing the earliest buildings in Asbury Park. This plant operated until shortly after the turn of the century. Another brickyard also operated nearby at approximately the same time, although it evidently discontinued a couple of years before the Drummond yard shut down. This latter yard which was located along Asbury Avenue westward from Prospect Avenue, Asbury Park to Deal Lake, was owned by Captain Samuel Ludlow of Spring Lake and operated by his two sons, Garret B. and Joseph S.

A race track once existed in the same locality as the Drummond brickyard. The Drummond brothers were ardent lovers of horseflesh and, for their own amusement, they established a rough but fairly

acceptable half-mile track on part of their property just east of the brickyard. The track became so popular that a corporation was formed establishing Drummond Park with all the "sports" in Asbury Park holding stock. This was about the year 1890. The following year a Monmouth County fair was organized and held there, a grandstand having been erected meanwhile with its entrance corresponding to what is now Colonial Avenue, leading from Asbury Avenue into Colonial Terrace. The fair was highly successful especially the racing, but politics interfered and the fairs were discontinued.

About fifty or so years ago, when Deal was known as Darlington, there stood near what is now the intersection of Deal Esplanade and Norwood Ave. what was described as one of the oldest dwelling places on the New Jersey coast. This was the house that Thomas White built, and completed, according to the inscription on its chimney plate, on September 11, 1768. The land on which it stood and enough more to make up 600 acres was granted by the Lords Proprietor of East Jersey to Samuel White in 1682. The tract extended from Deal lake to the Elberon boundary and extended one mile and a half westward from the ocean. When Samuel White died in 1698, his son, Thomas, inherited the land and settled upon it. Thomas died in 1712, willing the property to his three sons, Samuel, Thomas and Amos, and his brother, Amos. The greatest portion fell into the hands of Thomas who built the house which eventually came into possession of the eldest son, Jacob, who died in 1859.

Some years ago there was written the following description of the old house: "The old fashioned half doors lead into a hallway, which seems more like a large reception room. At the rear is the old-



The Thomas White Homestead which stood in Deal

style Colonial staircase, that has never once needed repair since its construction. Not a single hand-carved spindle is missing from the balustrade. All of the five roomy apartments are provided with great fire-places built of stone and the hard board floors are worn smooth as polished wood with the shuffle of feet that have trod them for long over a century. Built in one corner of the dining room is a colonial cupboard of carved wood and glass that would bring joy to the heart of many a hunter of antiquities. The rooms upstairs are equally inviting. Above them is the old garrett, sweet with the dry odor of well seasoned wood and the gentle perfume of the moss, which here and there has succeeded in finding root under the eaves."

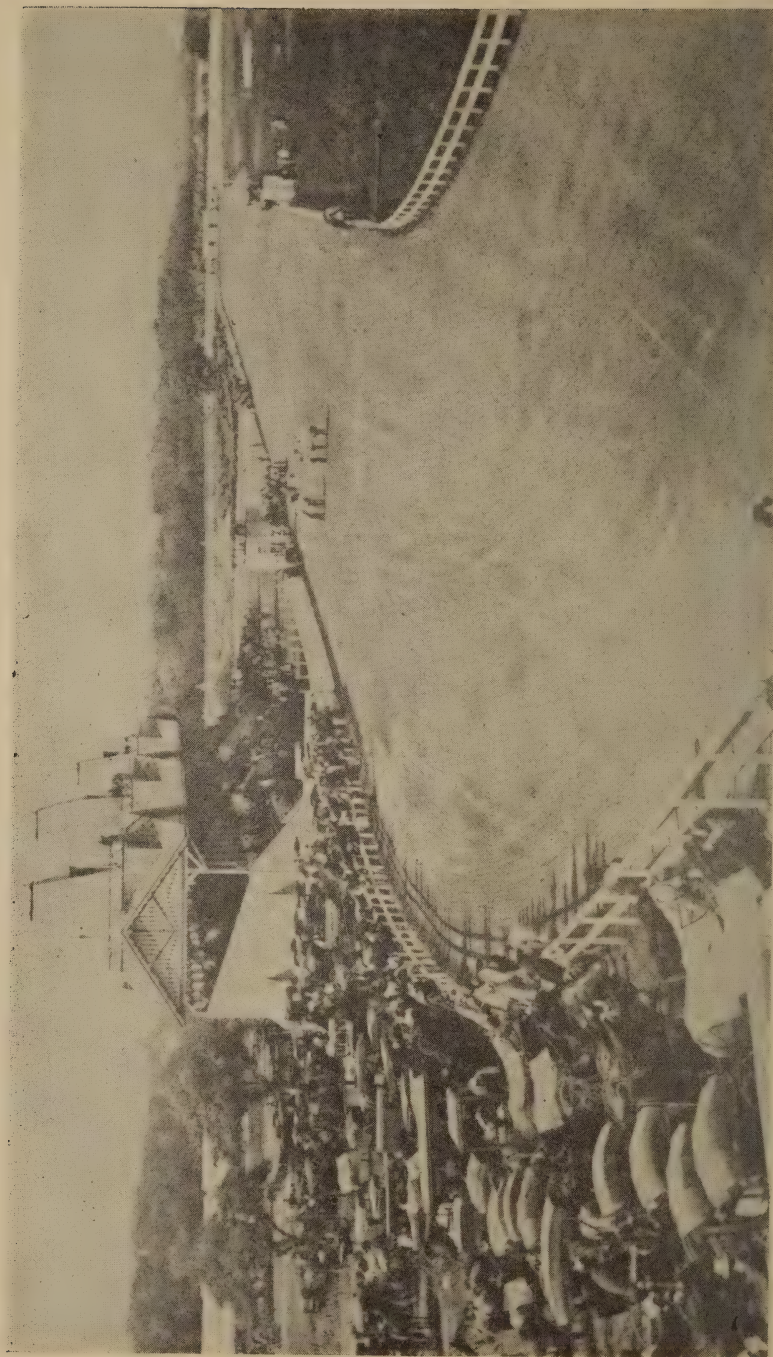
The ultimate fate of this old homestead cannot be ascertained but it is presumed that it was demolished during the development of the surrounding area.

Years ago marl was extensively used by farmers in the fertilization of their lands. This material is a crumbling earthy deposit consisting of clay, lime and sand, and is found just below the surface in many parts of Monmouth County. There are outcroppings of it along the north branch of Deal Lake and its upper reaches which gave that portion of the lake a name by which it was once known—Marl Creek. Marl deposits were located on the Anthony Truax and Edwin Woolley farms, on Poplar Road, and farmers came from miles around to procure the material. James Green, of West Park Avenue, recalls that plots sixteen feet square were leased or sold to applicants who then excavated and removed the marl which usually extended to a depth of ten feet or more.

The property, now owned by Herbert G. Brooks, located on Poplar Road just south of the Asbury Park airport, was formerly the farm of Edwin Woolley, the donor of the old Poplar school house site. According to a granite marker at the entrance to the driveway leading to the venerable homestead, the land had been in possession of the Woolley family since 1697.

Many forgotten names appear on a map of Ocean Township drawn in 1851, two years after its creation. That stretch of the coast north of Monmouth Beach was known as Wardell's Beach. Monmouth Beach was called Raccoon Island, and North Long Branch was Fishtown (later Atlanticville). West Long Branch bore the name Mechanicsville, and Oakhurst was called Oceanville. Poplar was between Oakhurst and Wayside, the latter being designated Centreville. Long Branch (the upper village) was a thriving community but there were no Asbury Park, Ocean Grove, or other populated places south to Shark River. Logantown was about one mile west of where Ocean Grove is now. Deal Lake was known as Corlies or Great pond (at other times it was known as White's great pond, White Creek and, by the Indians, Ulikaquecks). Sunset Lake bore the name Little Pond. Wesley Lake was known as Long Pond and Fletcher lake as Goose Pond. Sylvan Lake was Duck creek. Shark River village was in the extreme southwestern part of Ocean Township; today it is almost as deserted as the ghost hamlet of Allaire.

The several branches of Deal Lake once bore names which have long since been forgotten. The north branch was known as Hog Swamp creek as early as 1692, and later as Marl creek. The branch between Interlaken and West Allenhurst was called Ironwell creek, the one between Interlaken and Wanamassa was Romaine's creek, and the south branch was designated New Bridge Creek.



Monmouth Park racetrack was within the boundaries of Ocean Township until 1879.

LONG BRANCH, a part of Ocean Township until 1867, began its career as a watering place before the Revolutionary war when an inn known as Fish Tavern provided lodgings for those who came to enjoy the seashore. Its start on the road to fame as a resort came in 1791 when a certain Lewis McKnight "noticing the liking shown for the place," purchased the 100 acre farm of Captain Philip White on the oceanfront for 700 pounds sterling, and converted the farmhouse into a boarding house. Before his death McKnight had made \$40,000 from his investment in the building which was located near where is now the intersection of Bath and Ocean Avenues.

The old Fish Tavern meanwhile had come into possession of two men named Herbert and Chandler who enlarged it and re-named it "The Shrewsbury". They also erected bath houses at the foot of the bluff to accomodate their patrons many of whom arrived on the line of stages now running regularly from Philadelphia. When Joshua Bennett acquired "The Shrewsbury" in 1806 he enlarged it to accomodate two hundred and fifty guests, such was the demand for lodgings in the growing resort. In 1828 the first pier, the Bath House pier, was erected at the foot of Bath Avenue.

The healthful climate and the sea bathing were the attractions that drew the people to Long Branch and before long quaint regulations were in force regarding conduct on the beach. Mixed bathing was forbidden. On the top of the bluff near Broadway flags were raised at different times to announce whether the men or the women then had the right to bathe. Husbands could always accompany their wives, and women could not appear on the beach before six o'clock in the morning since, prior to that hour, "the gentlemen had the only privilege of disporting themselves in natural abandon". It is reassuring to know that the high bluffs concealed those early morning frolickers from the eyes of the ladies in the boarding houses.

Beginning with the fifties appreciation of the new coast resort really began to be shown and visitors thronged there each summer, huge hotels were erected along Ocean Avenue and cottage settlements sprang up as though by magic. In 1860 the larger hotels had accommodations for over four thousand guests and the smaller hotels and boarding houses swelled the number considerably.

Such had the place's fame and attraction become that the First Lady of the nation, Mrs. Abraham Lincoln, visited there in 1861, stopping at the Mansion House for ten days. From thenceforth its development was spectacular as attested by the fact that in 1867, while it was still a part of Ocean Township, the Continental hotel was advertised as being "the largest hotel in the United States".

Thus did Long Branch develop until in later years it reached its Golden Age as host to the elite of the nation and its presidents.

Deal Lake was originally accessible from the sea through an inlet where the flume is now located and it was possible for small sloops to enter, particularly at high tide, and to travel to the upper branches. In later years some of these small boats were engaged in transporting charcoal from pits located along the banks of the lakes, and when the development of Asbury Park was in progress, traces of the pits could still be seen.

In Revolutionary times the waterway was a haven for privateer-



Winslow Homer's Sketch "On the Bluff at Long Branch"

ing sloops which were wont to harass the supply ships of the British. Several such sloops were built on the banks of the lake, and it is said that the British learned of one craft which was nearly completed and set out to destroy it. Fortunately the builders were apprised of the coming raiders. They loaded the vessel with sacks of gravel, bored holes in the hull, and permitted it to sink in the channel. The British, upon their arrival, could find no trace of the sloop and, believing that it had been completed and taken to sea, departed. Later the sloop was raised and, it is presumed, engaged in the patriotic duties for which it was intended.

Back in those troublesome times, travelers between Long Branch and Manasquan used a road or trail which met Deal Lake somewhere near where the Park Avenue bridge now stands. To reach the other side travelers either swam their horses across the deep channel or were ferried across in small boats, leading the horses from the stern. This was a favorite spot for highwaymen to prey upon luckless wayfarers and many fruitless attempts were made to capture them. Finally, one day, two parties of British horsemen surprised them in their lawless activities, and in the ensuing melee, the highwaymen were driven into the lake where all were shot or drowned.

OCEAN Township as constituted today, formerly contained four school districts. The section between Whale Pond Brook and Poplar Brook was divided into two districts, the westerly being Poplar school district number 81, which included part of Wayside and the settlement known as Poplar and the easterly being Deal school district number 87 including Wayside and Deal, from Poplar Brook south, excepting the extreme southwest corner of the township, was Whitesville school district number 88 which extended into Neptune Township. To the west and including part of Green Grove and what is now Kepwel

Park, was Green Grove school-district number 90 which also extended into Neptune Township. Neither of the latter two school districts maintained a school in their Ocean Township areas.

The first school house in the Poplar district was built about 1784 on land then owned by Nathan Woolley. This building continued in use until about 1835 when it was torn down and replaced by a new school house on part of the lands of John Howell. This new school stood at the bend on Indian Springs Road just south of its intersection with Deal Road. In 1864 the building that is now referred to as the Poplar school was erected on Poplar Road on the land of Edwin Woolley and the old school on the bend was abandoned. The Poplar school continued in use some thirty-five years and was discontinued when the original part of the present Oakhurst school was completed in 1900.

The first school house in the Deal district was erected on or near the site of the present Oakhurst school prior to 1818 on what was then known as Sandy Lane. In the summer of 1870 the building was enlarged, evidently by raising it and building another story underneath, at a cost of \$2,000. Thereafter the lower grades were taught on the upper floor, and the higher grades downstairs.

To make way for the erection of a four-room brick school in 1900, the two-room frame structure, with all its sentimental associations, was moved to its present site at 84 Monmouth Road after its purchase by Wanamassa tribe of Red Men, and for years it was known as Red Men's hall. This old building, later remodeled into a residence and now occupied by Mr. and Mrs. LeRoy J. Smith, is to Oakhurst what Park Hall was to Asbury Park. It was the town's social and religious center, for besides its use for school purposes, it served as a church and Sunday school, as well as, in later years, the headquarters of the C.V.C. club, an athletic association whose membership comprised such well-known local athletes as Oliver S. and Alpha Herbert, Walter and Elmer Brown, Frank Woolley, Morton Smith, Isaac King, Emil and Walter Gardell, Ralph Weeden, and Horace VanNote.

So rapidly has Ocean Township developed since the construction in 1900 of the 4-room nucleus of the present Oakhurst school that it has been necessary to enlarge the building three times, first in 1908, then in 1923 and 1932. Even now the crowded conditions in this school and the Wanamassa school (constructed in 1930) are so crowded that plans are under way to provide extensive additional housing for the township's students.

THE Wayside Methodist Church is the outgrowth of a religious movement begun in the fall of 1881 at what was then known as Centerville when it was felt that the time had come to erect a church suitable for the wants of the community. Accordingly, on the night of November 24, 1881, a board of trustees for the church was elected. They were Daniel Dangler, James H. Dangler, William L. Dangler, Charles Brand, Edwin Woolley, Anthony Truax, and Christopher Grosman. The pastor, the Reverend Robert E. Andrews had been selected chairman and Edwin Woolley secretary. At a meeting on De-

cember First, Anthony Truax was elected president, Edwin Woolley, secretary, and James H. Dangler, treasurer.

At a meeting on February 15, 1882, a building committee, consisting of James H. Dangler, Edwin Woolley and Charles Brand, was named and plans for the church to cost twelve hundred dollars, prepared by Mr. Brand, was adopted.

The building was completed some time during 1882, the records being somewhat vague as to the exact date, and was named the Centerville Methodist Episcopal church. The dedication took place early in May of that year.

The change in the church name seems to have been a gradual one, for records do not reveal when it ceased to be known as Centerville and became Wayside. The records of November 26, 1902 are those of the Centerville church, those of December 7, 1903 the Wayside church. Another lapse in the records existed until mention was again made of Centerville February 28, 1905, by which name it went until February 7, 1906 from which time the church has been designated Wayside.

Prior to 1908, the only religious services in the immediate vicinity of Oakhurst were union prayer meetings. After the Reverend Eli Gifford, pastor of the "Old First" church in West Long Branch, became interested in these gatherings, he began to conduct "revival meetings" in conjunction with them. However, when new converts were obtained there was no church building in which to accomodate them and, accordingly, Red Men's Hall, formerly the Oakhurst school house, was secured as a meeting place. During warm weather, services were held in a tent in the rear yard of the hall.

Soon thereafter the need of a permanent church edifice became apparent, and the first board of trustees was elected. The board consisted of Isaac B. White, William R. Tallman, Marcus A. Coon, Joseph R. Robinson, and Charles J. Strahan who later became Assistant Commissioner of Education of the state of New Jersey. Mr. Robinson was treasurer of the Building Fund.

Mr. W. Campbell Clark of the Clark thread company, whose estate was located nearby, donated the plot of ground on which the church was to be erected. Mr. Clark also made a substantial cash donation as did the Frelinghuysen family.

Construction was started immediately, the cornerstone was laid in 1909 and, on June 19, 1910, the church was dedicated. The Reverend Harry A. Relyea was the first pastor.

During the second year of the pastorate of the Reverend Harry T. Fisler (1911-1916), Lillian Nordica, one of the greatest singers of her day, donated the carpet for the church and also the shrubbery on the church lawn. Madame Nordica was an attendant at the Oakhurst church. The parsonage of the church was built during the pastorate of the Reverend Herbert H. Neale (1922-1926) and the ground on which it stands was given by Mrs. W. Campbell Clark.

TOWNSHIP COMMITTEEMEN OF THE TOWNSHIP OF OCEAN

— From 1849 - 1949 —

1849—Township Clerk: Edwin T. Woolley; Township Committee: William R. Maps, Eden Woolley, George W. Shafto, Benjamin W. Corlies, Joseph Barclay.

1850—Township Clerk: John C. Edwards; Township Committee: Richard Davison, James T. Woolley, Thomas Aumack, Samuel Cooper, John Slocum.

1851—Township Clerk: John C. Edwards; Township Committee: Richard Davison, Thomas Aumack, Jacob W. Morris.

1852 to 1854—Township Clerk: John C. Edwards; Township Committee: Richard Davison, Thomas Aumack, James T. Woolley.

1855—Township Clerk: John C. Edwards; Township Committee: James T. Woolley, Richard Davison, Robert Wardell.

1856 to 1857—Township Clerk—John C. Edwards; Township Committee: James T. Woolley, Robert Wardell, John P. Tilton.

1858 to 1863—Township Clerk—John C. Edwards; Township Committee: James T. Woolley, John P. Tilton, Henry Walcott.

1864—Township Clerk: Capt. H. B. Sherman; Township Committee: James Lippincott, Benjamin C. White, Allen R. Cook.

1865 to 1866—Township Clerk: William H. Bennett; Township Committee: W. H. Slocum, Cornelius C. Vanderveer, Allen R. Cook.

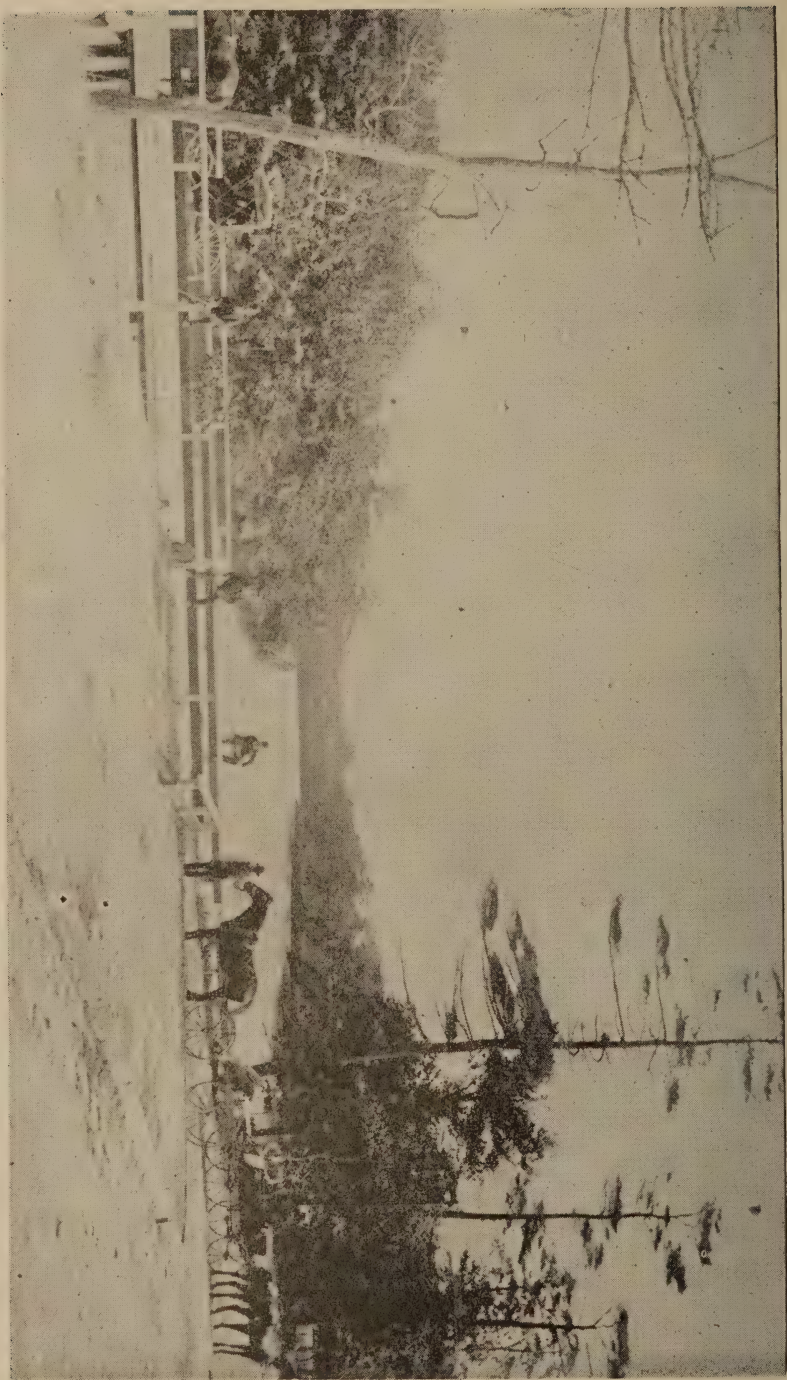
1867 to 1868—Township Clerk: William H. Bennett; Township Committee: Cornelius C. Vanderveer, Allen R. Cook, George H. Green.

1869 to 1870—Township Clerk: John H. Smith; Township Committee: George H. Green, Garret S. Denyse, William Hathaway, Jr.



The old Drummond homestead on Wickapecko Drive destroyed by fire on Hallowe'en 1933. Tradition has it that Gawen Drummond, son of the pioneer surveyor, built the house.

*View of Deal Lake between West Allenhurst and Interlaken in 1895, looking east. Monmouth
Road Bridge in the Foreground*



- mittee: William Hathaway, Jr., Cornelius Vanderveer, George H. Green.
- 1874—Township Clerk: George H. Clancy; Township Committee: William Hathaway, Jr., Cornelius Vanderveer, George H. Green.
- 1875—Township Clerk: Charles Morris; Township Committee: William Hathaway, Jr., Cornelius Vanderveer, George H. Green.
- 1876—Township Clerk: Charles Morris; Township Committee: William Hathaway, Jr., Cornelius Vanderveer, Allen R. Cook.
- 1877—Township Clerk: Charles Morris; Township Committee: William Hathaway, Jr., Henry Gugle, Thomas R. Woolley.
- 1878—Township Clerk: Charles Morris; Township Committee: William Hathaway, Jr., Thomas R. Woolley, Nelson E. Buchanon.
- 1879—Township Clerk: Charles Morris; Township Committee: William Hathaway, Jr., Thomas R. Woolley, George H. Green.
- 1880 to 1881—Township Clerk: Charles Morris; Township Committee: William Hathaway, Jr., George H. Green, William H. Denyse.
- 1882—Township Clerk: Howard A. Brinly; Township Committee: William Hathaway, Jr., George H. Denyse, James W. Conover.
- 1883—Township Clerk: William B. Lippincott; Township Committee: W. H. Bennett, James W. Conover, William H. Warner.
- 1884 to 1885—Township Clerk: William B. Lippincott; Township Committee: William H. Warner, James W. Conover, Robert Wardell.
- 1886—Township Clerk: James H. Woolley; Township Committee: James Conover, Robert Wardell, William H. Warner.
- 1887—Township Clerk: William I. Hampton; Township Committee: James Conover, Robert Wardell, William H. Warner.
- 1888—Township Clerk: William B. Lippincott; Township Committee: James Conover, Robert Wardell, William H. Warner.
- 1889—Township Clerk: William I. Lippincott; Township Committee: William H. Warner, James Conover, Cornelius Vanderveer.
- 1890—Township Clerk: George H. VanWinkle; Township Committee: L. G. Erwin, Cornelius Vanderveer, James Conover.
- 1891—Township Clerk: H. W. Green; Township Committee: Thomas R. Woolley, L. G. Erwin, James Conover.
- 1892—Township Clerk: H. W. Green; Township Committee: L. G. Erwin, Thomas R. Woolley, James H. Dangler.
- 1893—Township Clerk: Henry W. Erwin; Township Committee: L. G. Erwin, James H. Dangler, H. B. Sherman.
- 1894 to 1895—Township Clerk: C. Henry Irwing; Township Committee: James H. Dangler, L. G. Erwin, H. B. Sherman.
- 1896—Township Clerk: C. Henry Irwing; Township Committee: L. G. Erwin, H. B. Sherman, James W. Conover.
- 1897—Township Clerk: C. Henry Irwing; Township Committee: James W. Conover, L. G. Erwin, Thomas R. Woolley.
- 1898—Township Clerk: C. Henry Irwing; Township Committee: James W. Conover, Thomas R. Erwin, Mr. Brown.
- 1899—Township Clerk: C. Henry Irwing; Township Committee: James W. Conover, Joseph N. Flanagan, Thomas R. Woolley.
- 1900 to 1903—Township Clerk: H. P. Bennett; Township Committee: James W. Conover, Thomas R. Woolley, Joseph N. Flanagan.
- 1904—Township Clerk: H. P. Bennett; Township Committee:
- 1871 to 1873—Township Clerk: John H. Smith; Township Com-



James W. Conover, Mathis Woolley, Joseph N. Flanagan, J. L. Price, Henry W. Erwin.

1905—Township Clerk: Rudliff Wikoff; Township Committee: James W. Conover, Mathis Woolley, Joseph N. Flanagan, J. L. Price, Henry W. Erwin.

1906—Township Clerk: Walter A. King; Township Committee: John W. Woolley, Charles J. Smith, John A. Many.

1907 to 1908—Township Clerk: Walter A. King; Township Committee: John W. Woolley, Charles J. Smith, John R. Jeffrey.

1909 to 1911—Township Clerk: Walter A. King; Township Committee: John T. Woolley, John R. Jeffrey, William B. Ireland.

1912 to 1914—Township Clerk: Walter A. King; Township Committee: Borden A. Jeffrey, Charles A. Woolley, William B. Ireland.

1915 to 1916—Township Clerk: William B. Jeffrey; Township Committee: George E. VanNote, Borden A. Jeffrey, William B. Ireland.

1917 to 1918—Township Clerk: William B. Jeffrey; Township Committee: George E. VanNote, Frank A. Wells, William B. Ireland.

1919 to 1921—Township Clerk: William B. Jeffrey; Township Committee: Frank A. Wells, George E. VanNote, John W. Woolley.

1922 to 1924—Township Clerk: William B. Jeffrey; Township Committee: George E. VanNote, Frank A. Wells, LeRoy Martin.

1925 to 1928—Township Clerk: William B. Jeffrey; Township Committee: George E. VanNote, Frank A. Wells, Henry N. Phoenix.

1929—Township Clerk: William B. Jeffrey; Township Committee: Henry N. Phoenix, Hamilton Truax, George E. VanNote.

1930—Township Clerk: William B. Jeffrey; Township Committee: William C. Schwartz, Hamilton Truax, Henry N. Phoenix.

1931—Township Clerk: William B. Jeffrey; Township Committee: Frank A. Wells, William C. Schwartz, Hamilton Truax.

1932 to 1934—Township Clerk: William B. Jeffrey; Township Committee: Hamilton Truax, Frank A. Wells, Emil Gardell.

1935—Township Clerk: William B. Jeffrey; Township Committee: Frank A. Wells, Harry DeWees, Emil C. Gardell.

1936 to 1937—Township Clerk: William B. Jeffrey; Township Committee: Harry E. DeWees, Frank Brown, Frank A. Wells.

1938—Township Clerk: William B. Jeffrey; Township Committee: Lester Harvey, Frank Brown, Frank A. Wells.

1939 to 1946—Township Clerk: William B. Jeffrey; Township Committee: Lester Harvey, Earl Ogden Bennett, Alfred M. Woolley.

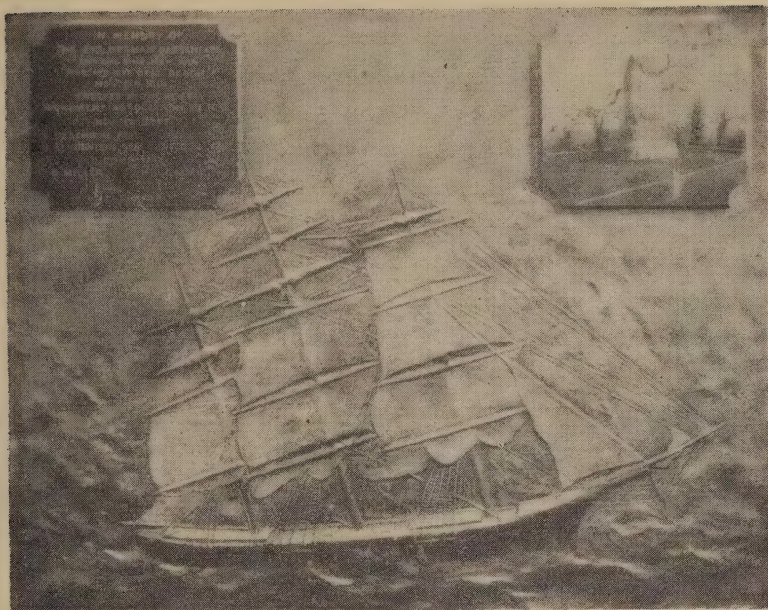
1947—Township Clerk: William B. Jeffrey; Township Committee: Lester Harvey, Alfred M. Woolley, Laurus A. Follansbee.

1948 to 1949—Township Clerk: William B. Jeffrey; Township Committee: E. Melvin Goddard, Alfred M. Woolley, Lee F. Mitchell.

In the early days the townships elected their own freeholders. Those who were chosen to serve Ocean from the time of its creation to 1884 were as follows:

1849 —Isaiah S. Lane.
1850-56—Henry Howland.
1857-62—Jorden Woolley.
1863-64—Edward Wardell.
1883-84—John A. Eaton.

1865-68—Joseph H. Cooper.
1869-72—William H. Bennett.
1873-74—Joseph H. Cooper.
1875-78—James W. Conover.
1879-82—Thomas R. Woolley.
1849-50—Henry Wolcott, Jr.



Above is an artist's conception of the ship New Era wrecked near Deal Lake in 1854. Below is the old Fields' barn which stands on Wayside Road. Its rear portion is constructed of timbers salvaged from the wreck.



VICTIMS OF THE SEA

Ever since mankind first ventured upon the seas whether in search of undiscovered lands, to engage in commerce with his fellow man across the waters, or in a spirit of pure adventure, the moods of the oceans have been the unpredictable menace with which he has been in eternal combat. Voyages begun when far horizons exerted an irresistible allure have many times ended in heart-rending disaster and death on distant shores or in the turmoil of tempests far at sea. Many stout ships have sailed forth to disappear forever with never a whisper returning to the loved ones of those aboard to tell of the fate which befell them. Other voyagers have been cast upon treacherous strands within the sight of men burning with the instinctive urge to aid them but who were foiled by the repelling fury of the elements. Still others have struggled to the safety of the storm-swept shore only to look back and behold their fortune and all that they held dear vanishing in the maelstrom of thundering breakers.

New Jersey's shoreline has experienced more than its share of shipwrecks and that section which is or was Ocean Township's has been the scene of a large proportion of the total. Many of the disasters have been recorded but the number of those of which no memory remains would swell the list to an appalling degree. It has been said that the average number of wrecks in the thirty miles between Sandy Hook and Manasquan prior to 1845 was fifteen per year. In the ensuing years the advent of steam navigation and the resultant almost total disappearance of sail has gradually reduced the toll of the sea until today the crashing of a ship upon our shores is a rare occurrence. Some of the ships which met with misfortune upon our township's shores between the years 1809 and the present are as follows



Life Saving Station No. 6 at Loch Arbour, 1885



L'Amerique on the beach at Sea Bright, 1877.

December 25, 1809—At Deal Beach. Brig Stetson from New York to Philadelphia. Cargo of sugar.

November 29, 1813—At Deal Beach. Schooner John T. Neary of New York. Cargo of cotton and sugar. Driven ashore by an English cruiser.

January 10, 1820—At Asbury Park. Brig Elizabeth from Wilmington to New York. Cargo of cotton and rice.

December 24, 1824—At Deal. Schooner Rising States. Charleston to New York. Cargo of cotton.

January 17, 1828—At Deal. Ship Columbia of the Black Ball line from London to New York. 52 persons aboard. Cargo of general merchandise.

January 21, 1831—At Long Branch. Brig Mercator.

February 3, 1831—Near Long Branch. Brig Splendid.

January 15, 1833—At Long Branch. Brig Matilda.

November 10, 1833—At Deal. Brig Equator from Rotterdam to New York. Cargo of general merchandise.

February 23, 1840—At Sickles Creek (Poplar Brook). Schooner Adelaide from Dominica to Nova Scotia.

November 7, 1842—At Deal. Schooner Pamela of Egg Harbor. Cargo of pine wood.

November 7, 1842—At Deal. Schooner St. Helena of May's Landing.

November 7, 1842—At Asbury Park. Schooner William Mowray. Cargo of pig iron.

February 13, 1843—In old Shrewsbury inlet near Highlands. Ship North America.

December 24, 1845—At Asbury Park, 8th avenue. Brig Linden of New Orleans. Charleston to New York. Cargo of rice.

February 15, 1846—Opposite Hathaway's (Deal). Schooner Arkansas of Elizabeth City, North Carolina to New York.. Captain Pierce. Cargo of corn. 1 man lost.

February 15, 1846—Near Long Branch. Ship Pioneer

February 15, 1846—At Elberon. Schooner Register.

February 15, 1846—At Avon. Brig Antares.

January 26, 1847— $\frac{3}{4}$ mile north of Deal Lake. Ship Garrick from Liverpool to New York with a general cargo. 385 persons aboard.

December 20, 1847—At Sickles Creek. Schooner Belle from Norfolk to New York with a cargo of Molasses. Captain McNeath. 9 men aboard.

February 28, 1853—Somewhere on Monmouth county beach. Schooner Grand Turk. 3 lost.

January 12, 1854—At Atlanticville (North Long Branch). Ship Chauncey Jerome from Liverpool to New York. Assorted cargo. No lives lost but ship a total loss.

April 1, 1854—At Deal Beach. Brig Fawn.

November 13, 1854—Near Great Pond (Deal Lake, Asbury Park). Ship New Era from Bremen Haven for New York with a large number of emigrant passengers on board. Captain and part of the crew saved. 408 persons were drowned. Many of the victims were buried in one large grave in the cemetery of the Old First Methodist church of West Long Branch.



Ship Flottbek ashore at Monmouth Beach, 1901



Schooner Thomas G. Smith at Loch Arbour, 1878

February 14, 1855—About $\frac{1}{8}$ mile north of Deal Lake. Schooner Maria Jewell from Gonaives to New York with a cargo of logwood and coffee. Captain Penny. 7 men aboard.

January 12, 1856—At Deal Beach. Schooner S. P. Lord from Baltimore to New York with a cargo of wheat and corn. Captain Smith.

December 4, 1857—About $\frac{1}{4}$ mile north of Deal Lake. Steamship A. H. Bowman from Norfolk to New York with a cargo of wheat. 22 persons aboard. Captain Wooden.

March 3, 1859—At southerly end of Long Branch. Bark Adonis. A Dutch vessel with a cargo of grindstones. In 1877 the steamer Russland struck upon the hulk and was wrecked.

February 2, 1862—At Long Branch. Ship Arkwright carrying a cargo of salt. No lives were lost, ship was later floated.

May 4, 1863—Near Highlands. Brig Bird of the Waves with a cargo of coffee, honey and logwood. Crew was saved and brig later gotten off.

April 25, 1863—At Shark River. Ship Liberno (French). In ballast and a total loss.

August 1, 1863—At 8th Avenue, Asbury Park. Steamship Morning Star from New Orleans to New York with a general cargo. Captain Perkins.

December 13, 1864—Opposite Allen's (Allenhurst). Bark J. C. Rahning of Halifax. From Havana to New York with a cargo of sugar. Captain Stevens.

August 16, 1866—At Deal. Schooner Harriet Neal from Baltimore to New York carrying coal. Captain Denny.

February 2, 1867—North of Sickles Creek (Poplar Brook). Ship Tartar from Calcutta to New York with a cargo of jute. 19 men aboard. Captain Folondsbee.

June 5, 1867—Opposite Hathaway's (Deal). Schooner Morning Star from Nassau to New York carrying a cargo of fruit.

December 7, 1868—Near Sickles Creek. Schooner R. S. Dean from Philadelphia to Taunton carrying coal. Captain Cook.

July 25, 1869—At Deal. Bark Stella of Yarmouth, Nova Scotia. From Middlesboro, England to New York carrying iron. Captain Cain.



Steamer Russland on the beach at Long Branch, 1877

December 23, 1871—At First Avenue, Asbury Park. Brig Victoria from Liverpool to New York with a cargo of salt. 10 men aboard. Captain Englebrecht.

June 6, 1875—At Deal Lake. Schooner Lizzie Maul, New York to Richmond with a cargo of iron and hay. 9 men aboard.

November 14, 1875—At Ocean Grove. Schooner Mabel Thomas. The crew was saved but the vessel was a total loss.

December 24, 1875—1 mile north of Deal Lake. Schooner Charles E. Jackson of Camden. From Portland to Philadelphia in ballast. 6 men aboard.

December 26, 1876—At Ocean Grove. Norwegian ship Rynkan. Entire crew saved; ship a total loss.

January 7, 1877—At Sea Bright in a violent snowstorm. French steamship L'Amerique of the Transatlantic line between New York and Havre. 3 persons were lost. Ship was floated on April 10, 1877.

March 17, 1877—Opposite President Grant's cottage at Long Branch. Steamer Russland of the Red Star line from Antwerp for New York. She struck on the sunken wreck of the Adonis (wrecked in 1859) and sank. All 204 persons aboard were saved but ship was a total loss.

January 31, 1878—At Fifth Avenue, Asbury Park. Brig Etta M. Tucker of Portland carrying a cargo of coffee from Rio Janerie to New York. 6 men aboard. Ship total loss. Captain Forbes.

February 10, 1878—Opposite Deal Coast Guard station. Schooner Thomas G. Smith from Georgetown, South Carolina to New York. Later floated without damage.

February 22, 1878—At Sickles Creek. Schooner J. R. Clement of Philadelphia carrying a cargo of oysters from Richmond to New York. Captain Pearce.

May 30, 1878—At Deal. Schooner E. H. Atwood from Philadelphia to Providence carrying coal. Captain Gardner.

January 16, 1879—Opposite Allen's (Allenhurst). Bark Italia of Spezzia. From Plymouth, England to New York in ballast. Captain Mazzani.

February 3, 1880—At Long Branch. Schooner Rockland. At Long Branch. Schooner Kate Newman. At Long Branch. Schooner Light Boat. At Monmouth Beach. Brig Agustina. At Monmouth Beach. Schooner E. C. Babcock. South of Highlands. Brig Castalia. South of Highlands. Schooner Harding. These vessels together with the George Toulane, at Manasquan, were wrecked in a sudden hurricane-like gale.

May 13, 1882—Near Sickles Creek at the Deal-Elberon line. Steamship Pliny of Liverpool from Rio de Janiero to New York carrying passengers and a cargo of coffee and hides. All 61 persons aboard were saved but the ship was a total loss. Part of the wreck still remains.

April 23, 1883—At Deal. Schooner George Semon from the Potomac River to Keyport carrying oysters. Captain Russel and 4 crewmen aboard.

May 31, 1883—At Ocean Grove. Schooner H. J. Raymond from New York to Virginia in ballast. Captain Cranmer and 5 crewmen.

June 19, 1883—At Third Avenue, Asbury Park. Schooner Laura Bridgman carrying coal from Baltimore to Fall River. Vessel a total loss. Captain Hart and all 6 crewmen saved.



The Windermere ashore at Asbury Park, 1892



Monmouth Beach, 1880. Brig Agustina

November 23, 1885—At Main Avenue, Ocean Grove. Schooner Peacedale of Newport, Rhode Island carrying coal from Philadelphia to Narragansett Pier. Captain Arnold and 4 crewmen aboard.

November 27, 1889— $\frac{3}{4}$ mile north of Takanassee Lake, Brig Germania from Bremerhaven, Germany with cargo of cement, paper pulp, etc. 5 saved, 10 lost.

December 26, 1890—Opposite Allen's (Allenhurst). Schooner Yale of New Haven from Boston to Baltimore in ballast. Captain Simpson and crew of 7 aboard.

March 24, 1891—At West End. Brig Joseph Banigan, cargo of log-wood.

November 17, 1892—At Deal Lake, Asbury Park. Ship Windermere of London. In ballast from Milford Haven, Wales, to New York. 48 men including Captain Windermere aboard. No lives lost; ship floated 10 days later.

December 24, 1892—At Elberon. Sloop Gertrude. Cargo of clams.

April 20, 1893—At Deal. Schooner H. R. Congdon of Boston carrying coal from Norfolk to Boston. 7 men including Captain Murcheson aboard.

August 24, 1893—At Sixth Avenue, Asbury Park. Fishing schooner Mary F. Kelly of New York from a fishing cruise off Manasquan. 7 members of the crew were saved, 4 were lost.

November 9, 1895—At Second Avenue, Asbury Park. Steamer Irrawaddy from Trinidad to New York carrying 14 passengers and an assorted cargo. Ship floated without damage or loss of life.

January 25, 1896—At Sea View Avenue, Long Branch. Steamer Saint Paul of the American line from Southampton to New York carrying 200 passengers. No lives were lost and the ship was floated 10 days later.

November 23, 1901—At Monmouth Beach. German ship Flottbek. The tug Robert Hadden which was towing the ship also drifted in and was wrecked against the piling of the old Long Branch steel pier. The Flottbek was later floated.

December 17, 1901—At Long Branch. Barge Castleton.

May 16, 1905—At Elberon. The Danish barkentine Bertha carrying hides from Rio Grande, Brazil to New York. Floated two days later.

September 5, 1909—At Elberon. Sloop yacht Avoca.

November 15, 1906—At Elberon. Schooner Samuel C. Holmes with a cargo of logwood.

April 24, 1909—At Elberon. Sloop yacht Little Haste.

September, 1906—At Elberon. Schooner James M. Hall.

April 16, 1914—At North Long Branch. Schooner Charles K. Buckley carrying a cargo of yellow pine lumber from Jacksonville, Florida to Elizabeth, N. J. 8 persons were lost including Captain J. H. Hardy and his wife. 1 crewman was saved.

December 23, 1918—At Sea Bright. Barkentine Etoile Polare with a cargo of coal.

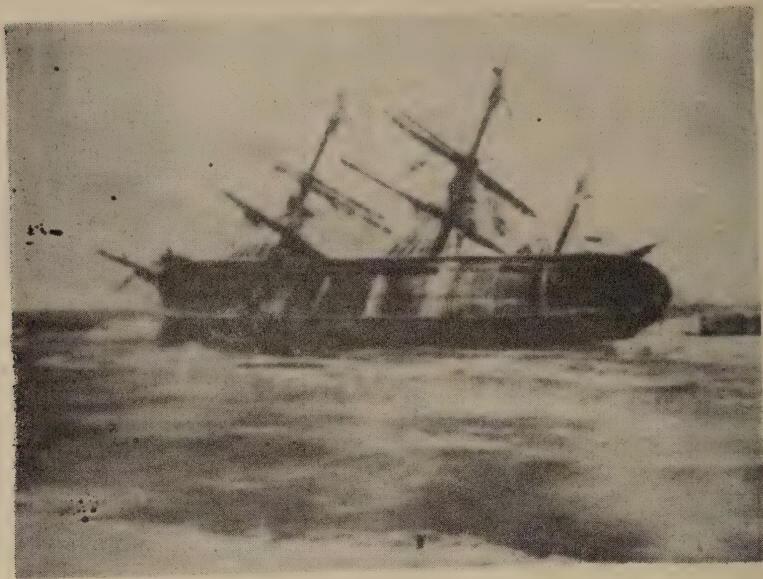
May 19, 1928—At Normandie. Clyde liner Mohawk enroute to Jacksonville from New York carrying 87 passengers and a crew of 125. Grounded after colliding with the Old Dominion liner Jefferson. Floated 3 days later.

September 8, 1934—At Sunset Avenue, Asbury Park. Ward liner Morro Castle from Havana to New York. Stranded after burning off Belmar. 125 lives lost. Ship floated 6 months later and scrapped.

March 18, 1949— $\frac{1}{2}$ mile south of Highlands Bridge. Freighter Christian Bergh from Greece to New York City. Floated next day without damage.



Transatlantic Liner Saint Paul at Long Branch, 1896

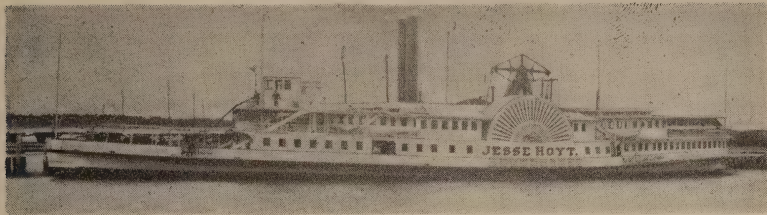


The Italia Ashore at Allenhurst in 1879



Crew of Life Saving Station at Loch Arbour in 1890. From left to right are: Cornelius VanNote, William Reynolds, George Slocum, Lambert Edwards (Captain), Robert Dennis, Britton Slocum, and Benjamin VanNote.

Sandy Hook Steamer Jesse Hoyt



TRANSPORTATION AND MAILS

Ocean Township's development through the years has been dependent on its means of travel and communication, and in the story of its growth is interwoven the story of its roads, highways, waterways, and railways.

The attractiveness of this area was first apparent to the Indians who established trails leading to their summer camping grounds at the seashore. Then came the white settlers who founded their homesteads and villages on the banks of the creeks and rivers and used them as their highways. Gradually the Indian trails became the white men's roads and, eventually, their railroads and modern highways. The water courses, on which the red men plied their canoes and the pioneers sailed their primitive sloops, became the routes of the later day steamboat lines.

Probably the earliest public transportation venture in Monmouth county was established in 1668 by Christopher Allmy who, for two summers, made trips in his sailing sloop from the Shrewsbury river to Rhode Island carrying passengers and freight.

At the time of Allmy's venture there were two Indian paths from Monmouth county to the interior of the state. The Minisink path led from the Navesink highlands to a point three miles west of Amboy on the Raritan river and thence to Minisink Island in the Delaware river. The Burlington path extended from Shrewsbury through Middletown toward Freehold, through Allentown and Bordentown to Burlington, thence to Haddonfield and Salem. This path was also known as King's Highway.


The first road built by the settlers in Monmouth county was one built in 1668 through the town of Shrewsbury. It was two rods wide and extended only from one end of town to the other. It is presumed that this was simply a widening of the Indian trail through the village. This early project was followed in 1682 by the appointment by the Proprietors' Assembly of commissioners for establishing highways, bridges, and ferries. The efforts of this commission appear to have been directed toward widening of the Indian paths, and in other ways, making them passable for the settlers' wagons.

In 1769 there were six principal roads in Monmouth county. One followed the route of the Minisink path. Another extended from Black Point to Shrewsbury and Freehold, thence to a point near Cranbury. From this latter road, between Shrewsbury and Freehold, a branch extended to Tinton Falls and Long Branch. Other roads ran from Shrewsbury, via Middletown, to Amboy; from Middletown to the west boundary of the county and thence to Spotswood; from Shrewsbury

to Tinton Falls, probably constructed for the transportation of ore from the Tinton Iron Works of Lewis Morris; from Monmouth Court House, via Englishtown, into Middlesex county.


In 1846 the building of plank roads began but they proved impractical and none was built after 1856. In 1857 the construction of turnpike roads started with the construction of one between Shrewsbury village, through Tinton Falls, to Colts Neck, and another from Red Bank to Shrewsbury. These roads proved very successful and many others were subsequently constructed including, among other Ocean Township roads, Eatontown Highway and what is now Monmouth Road. It is said that, at one time, a toll house stood by the roadside near the site of the Oakhurst school.

During these early years, Oceanport (a part of Ocean Township from 1849 to 1873) began to assume importance as a shipping center. Prior to 1820, charcoal produced in other parts of the county was brought here and shipped to New York City on the "Somburg". When the Howell Iron Works at Allaire was in its heyday, James P. Allaire acquired land at Oceanport and erected a wharf and the Howell Store House which was a warehouse for his iron products awaiting transportation on the Allaire schooners "Copheron", "Anthrucopheron" and "Cycripedium". On Feb. 2, 1844, the Eatontown Steamboat Company was incorporated, a dock was built, and the steamboats Edwin Lewis and Thomas Hunt commenced running to New York. Another steamboat company materialized in 1855 and the Oceanport Steamboat Company began operating the James Christopher.

OCTOBER, 1852.			
NEW STEAMBOAT			
			
THOMAS HUNT,			
CAPT. A. H. HAGGERTY,			
FOR SHREWSBURY, N. J.			
Will leave west-side of Park slip, as follows.			
From New York.		From Shrewsbury.	
Friday, October 1st.	8 1/2 A.M.	Friday, October 1st.	10 A.M.
Saturday.	2nd.	Monday.	8 1/2 A.M.
Tuesday.	5th.	Tuesday.	5th.
Wednesday.	8th.	Wednesday.	8th.
Thursday.	11th.	Thursday.	11th.
Friday.	14th.	Friday.	14th.
Saturday.	17th.	Saturday.	17th.
Sunday.	20th.	Sunday.	20th.
Monday.	23rd.	Monday.	23rd.
Tuesday.	26th.	Tuesday.	26th.
Wednesday.	29th.	Wednesday.	29th.
Thursday.	31st.	Thursday.	31st.
Friday.	3rd.	Friday.	3rd.
Saturday.	6th.	Saturday.	6th.
Sunday.	9th.	Sunday.	9th.
Monday.	12th.	Monday.	12th.
Tuesday.	15th.	Tuesday.	15th.
Wednesday.	18th.	Wednesday.	18th.
Thursday.	21st.	Thursday.	21st.
Friday.	24th.	Friday.	24th.
Saturday.	27th.	Saturday.	27th.
Sunday.	30th.	Sunday.	30th.
Monday.	31st.	Monday.	31st.
BROOKLYN, N. Y. & SHREWSBURY, N. J.			

Timetable of Steamer Thomas Hunt

UNITED STATES MAIL
FOR
SQUAN VILLAGE,
VIA
EATON TOWN, SHARK RIVER, AND NEW BEDFORD.



Passengers for this Line will take the new and splendid Steamer OCEAN WAVE, from the foot of Jay Street, North River, EVERY DAY. For time of departure see Bills. Extra Stages will be in readiness to convey passengers to Point Pleasant Boarding Houses, and elsewhere.

FARE.
From New-York to Squan Village, 87¹/₂ c.

TICKETS TO BE HAD ON BOARD THE BOAT.
E. R. HAIGHT, Proprietor.
ALL BAGGAGE AT THE RISK OF THE OWNERS.

June 30th, 1855. Nesbit & Co. Printers, New York.

Poster advertising E. R. Haight's Stage Coach Line in 1855

The beginning of steamboat operation on the rivers of Monmouth county caused the establishment of several stage coach lines as "feeders", carrying passengers and mail from the various towns and villages to and from the steamboat docks. In June, 1855, Elias R. Haight began operating a very important stage coach line between Red Bank and Squan Village (Manasquan). Its route was from the dock at Red Bank to Eatontown, thence to the old inn at Wayside. After a brief stop there, the coach proceeded to Trap Tavern in Hamilton, where the passengers usually had their lunch. The next stop was at Bailey's Corner and then on to Manasquan where connecting stages for Point Pleasant awaited.

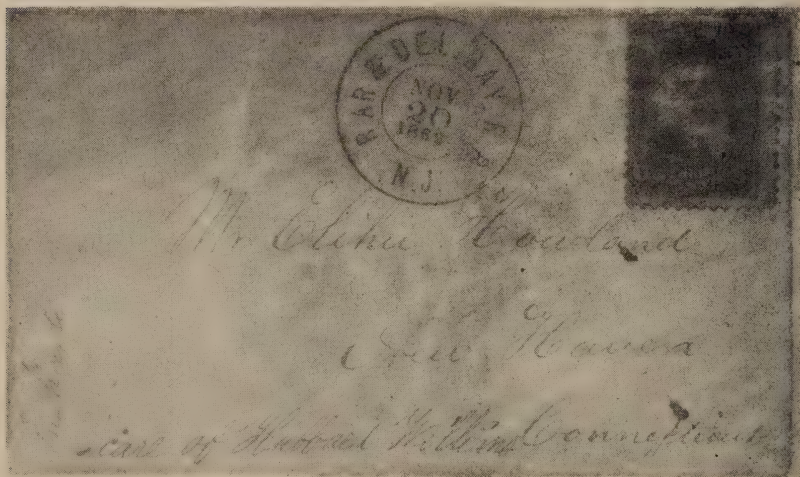
The shipping industry in Oceanport began to decline soon after the Raritan and Delaware Bay Railroad built its branch from Eatontown through Oceanport to Long Branch in 1860. This was the first railroad in Ocean Township. Its construction started in 1856 at Port

Monmouth and progressed slowly, reaching Farmingdale in 1861. However the road was completed to its southern terminus shortly after the outbreak of the Civil War and many of the "boys in blue" were transported over its rails to Philadelphia.

The next railroad to be constructed in the original confines of Ocean Township was the Long Branch and Sea Shore Railroad, incorporated March 30, 1863. This was the line which extended from Sandy Hook, along the seashore, to Long Branch, and eventually became part of the New Jersey Central's Sandy Hook line. It was abandoned on December 24, 1945. The only railroad operating within the present boundaries of Ocean Township is the New York and Long Branch, which was constructed in 1875-1876.

Another transportation facility, but which has long since disappeared, was the trolley line of the Atlantic Coast Electric Railway (later the Coast Cities Railway). The electric cars commenced running in 1895 between Asbury Park and Pleasure Bay on the Shrewsbury river, and were discontinued in 1928. Their route, in the Township, was on Main street in Loch Arbour, and along the boundary line on Norwood Avenue. After the trolleys, came the buses of the Coast Cities Coach Company which now provides transportation in the various sections of the Township.

The earliest mail service to the settlements in the Ocean Township area was afforded by whatever means of transportation there was available. Messages were brought by sloops which came over infrequently from New York, Long Island, and upper Jersey. They were also carried by post riders who used the old Indian trails, and later on, as roads were built, stage coaches took on the task of carrying the mails. The first of these stage coach lines seems to have been one which began running shortly before 1793 between Long Branch and Bordentown, where passengers and mail were placed on boats to Philadelphia. Later on when the first steamboats arrived from New York, coming through old Shrewsbury inlet, it is probable that they

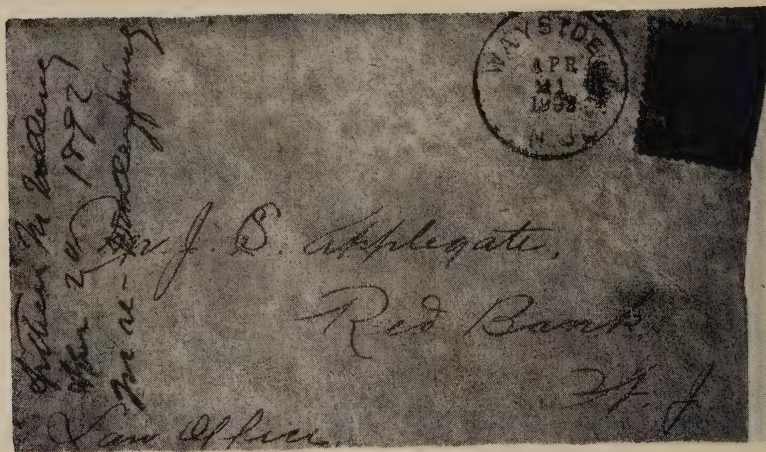


Old envelope or "cover" showing postmark of Raritan and Delaware Bay Railroads



carried mail for Long Branch. As the town grew and the number of its visitors increased year by year, the volume of mail kept pace and necessitated the establishment of a post office there in 1834. William W. Croxson was Long Branch's first postmaster. In 1840, a post office was opened in Eatontown, followed by one at Oceanport in 1849 with Dr. John P. Lewis in charge.

The Oakhurst post office was originally called Deal Post Office, and, in early days, was located in what was Brown and Blaisdell's store on the northwest corner of Monmouth Road and West Park Avenue. Another post office was located in Wayside in the early 1900's but it has long since been discontinued.



Envelope bearing postmark of Wayside Postoffice



HOMES, TIMES AND PEOPLE OF OCEAN TOWNSHIP

By WILLIAM E. KEMBLE, Assisted by VICTOR W. RONFELDT

A story of homes, to be complete, must include something about the people who built them and lived in them, and about their times.

In this presentation, various interesting incidents in the lives of some early Ocean Township home builders are recounted; and in explaining the methods used by those pioneers in constructing their homesteads and in cultivating their lands, the development of home building in the township is traced from early days up to the present time.

The text and illustrations have been arranged in a manner intended to facilitate locating and identifying the places described. Each division bears a number which also appears on the accompanying map and indicates the location of that particular home or site. If the reader desires to make the tour of the township outlined on the map, it will be found that, starting with either number one or two, the continuity of the text will coincide with the route.



1. (Gardner Homestead now the A. M. Erickson residence.)

In the white painted Erickson house at Monmouth Road and Grant Avenue is a large open fireplace left unchanged by the many succeeding owners.

Old time fireplaces were built large to accommodate a variety of unwieldy cooking utensils such as iron spiders, trivets, kettles, and griddles. There was usually a large iron crane which could be swung out from the hot fire so that heavy kettles could be removed. They were of size, too, because they were only about five per cent efficient, ninety-five per cent of the heat going of the chimney. Then there was the huge log that was necessary to keep a fire overnight; not only for heat but to obviate re-kindling with the primitive flint and steel of that day.

2. (Residence of W. T. Henderson of Deal Road, formerly the Eden Woolley Homestead.)

Have you ever wondered why the front and back doors of old homes were in line? Cross ventilation could be one reason. Also, the better houses were somewhat formal in appearance; a door in the center, the same number of windows right and left. Inside, the rooms likewise fell to each side of the hall; there being, perhaps, a dining room and kitchen on one side and a living room, or a front and back parlor on the other.

Perhaps the most interesting reason is fact not supposition, at least, concerning some houses. When homes were heated with fireplaces, huge logs were put on the fire to hold all night. They were too heavy to carry, so oxen or horses were hitched up and taken to one of the doors. A chain was run through the two doors and attached on the other side to one of the knotty stumps or logs piled there for the purpose. The animals were given a 'giddap' and the chunk was eased into the hall, detached and levered to the fireplace. Wonder if old Eden Woolley, a first committeeman of Ocean Township, used horses or oxen?



3. (The Edwin Woolley homestead.)

Along Poplar Road and at the entrance to a lane, is a stone marked 1697. Lewis's "History of Monmouth County, N. J." tells this following about the succession of owners to the nearby farm house:

"At the old homestead in Monmouth County, near Wayside, in Ocean Township, William F. Woolley was born and there has spent his years, fifty-eight. He inherited the home farm from his father, Edwin Woolley, who in 1853 inherited it from his father, John Woolley; who inherited from his father, John W. Woolley; who inherited from his father, James Woolley, son of William Woolley, 'the whaler', son of John Woolley, the founder."

Mrs. Matilda Woolley, widow of William F. Woolley, now lives in nearby Hamilton. She estimates that since 1697 the house has been added to and sections removed from it so many times that this must be the fourth house on the original foundation. Since there never was a fire, nor was it ever torn down completely at one time, there must have always been at least one section over a hundred years old, just as there is today.

The house is now owned by Herbert G. Brooks.



4. (The Laurence C. Leeds farm "Middlebrook".)

Middlebrook is the name given to three farms combined into one under the operation of a real gentleman farmer, Laurence C. Leeds. Mr. Leeds proves that a gentleman farmer is that sort of a genius who can successfully run two entirely different enterprises at the same time. In New York he is on Wall Street. With the other half of his time he has built up Middlebrook to be one of the most successful breeding farms in the east. In fact, in 1947, Middlebrook won the top awards in the Eastern States Fair for both the best breeding animals exhibited and the best breeding animals personally bred. This feat was no accident. In order to obtain pure strains of cows producing the richest milk, some cows are imported at great expense directly from the Isle of Jersey where the Jersey cow originated. A bull for the present herd has, in fact, just recently arrived from that Isle.

The cows, aristocrats by pedigree, are sent as breed stock to nearly forty states including those on the Pacific coast.

An echo of the old tenant type of farming is evident in the seven houses and seven families on the farm. All the farmers live on the farm, but they work for wages rather than shares, as in the old days.

The Leeds home, westerly of the two, is Williamsburg in type, as illustrated by the Mansard roof and dormer windows. It was designed by the architect for the Williamsburg restoration and built around an old house of uncertain age. A distinguishing character of Williamsburg architecture is the huge brick chimneys. In this case the chimney rises from a double fireplace, one outside the house as well as in.



The easterly house was built by various generations. In the central section, erected before the Revolutionary War, there is a huge fireplace and hand hewn beams. In the larger westerly section is a long living room, which originally was two rooms, a front and back parlor. In old times one parlor was used for family living, the other for weddings, funerals, or other special occasions. Now, with the partition taken out, the beauty of both of the fireplaces is evident. Contrasting to the stone fireplace of the older section these are of fine wood decoration, one with the emblems of the Masonic order. With many houses the furniture and decoration accumulates through many generations and represents different eras. Your author loves them all, but it's also a joy to find a house such as this, furnished as it might have been long ago.

The rear door looks out to the gnarled bole of an enormous sycamore. One might think it was planted to shade the nearby ice house, but the tree expert who recently came to feed it, said it must be at least three hundred years old, among the largest and oldest in the state. Nearby Cold Indian Springs being a congregating point for aborigines, what pow-wows must have been held under its branches, when only a hundred years old.



5. (King Farm.)

Some of the smartest oldtime settlers picked land far enough inland to secure the richest soil and to have fordable streams for cattle. One of these canny farmers was the ancestor to Robert King, whose 237 acres included much of the land from the present route 35 to Wayside Road. It included practically all the brook from Cold Indian Springs to Deal Lake. On both sides of this brook was divided into 30 acre plots and fenced with oak, locust and chestnut cut in clearing the ground. Crops were rotated in a pattern for soil conservation: corn, potatoes, wheat, rye, hay; then pasture.

Frank King, now of Oakhurst, who worked for his father, Robert King, not long after the Civil War, tells how his father got the jump on other farmers. In February eight inch furrows, sixteen inches apart were turned, seed potatoes were dropped, then manure to ground level. Decay of the manure released heat which shot the potatoes along quickly. When they just reached the surface a light covering of earth was pulled over, and repeated occasionally until after chance of frost.

The King farm is today part of Middlebrook. From this story might be guessed how Middlebrook got its name.



6. (Layton homestead at Kepwel Park.)

The Kepwel Park—Cold Indian Springs section is one of the oldest spots in Monmouth County, historically speaking. The springs are known to have been a great congregating point for Indians. Not only were there great pow-wows there, but the clams dug in what is now Deal Lake were processed there for carrying back inland. This operation was to remove the clams from the shell, clean them in the pure spring water, string them on leather thongs and hang them in the sun or about the fires to dry.

Mrs. Walter Fletcher has seen deeds to the property dated 1745 and believes the house to be even older. The modern narrow siding boards and porches added in 1885 help belie its real age. It is insulated with seaweed picked up from Deal Beach.

Mrs. Fletcher's deed of the place is particularly interesting. It reads in part: "This indenture made the Eleventh Day of April in the Sixth year of the Reign of Our Sovereign Lord George the third over Great Britain and King Anno Domini One thousand seven hundred and sixty-five By and Between William Layton of Middletown in the county of Monmouth and Eastern Division of the Province of New Jersey yeoman (a proprietor of land) of the one part and Jonathan Stout of the Same Town Country and Province afore Yeoman of the other part Witnesseth that the said William Layton for and for consideration of the sum of twenty two pounds current lawful money of the Province of New York . . . near Deal Poplar Swamp and Loch Harbour beginning on Thomas Woolley's Line Twenty Seven chains from his Beginning . . . the Cold or Indian Spring . . . to Red Oak Sapling."



7. (Charles Truax Farm.)

When Charles Edgar Truax was born in 1846 his grandfather, Elias, set aside for him a parcel of land, to be his at the death of said Elias. Elias survived the war of 1812 and in 1881, at the age of 94, passed on to his reward. Charles Edward then built a homestead on the land, cutting the timber from the property and building much of the house himself, as was the custom of the time. Seven years after he died in 1899 his widow, Susan, notwithstanding that she was

a cripple walking with a cane, decided she would help others who were elderly and less fortunate. She opened her house and for a nominal fee took in elderly men and women from along the shore. It is said she never turned down an appeal. If a person had little or no money she made what the rest contributed cover expenses for all. An addition (later torn down) was built to harbor the increasing numbers, until at its peak there were seventy-five or more.

Room was made for man and wife to live together. An elevator was installed so that those confined to wheel chairs could come down and enjoy the porch. The kitchen was fire-proofed and expanded. The house bulged here and there with additions.

Around 1930 when Susan died, all the members of Ocean Township committee and most of those on the board of education were among the many paying tribute to this courageous woman. A police escort led the procession to the grave in Hamilton.

The old homestead is now the residence of Alexander M. Hayden.



8. Residence of Mrs. Pitney Havens.

George Washington, the aristocrat of colonial times, inherited an old farm house. He became his own architect, redesigned the house himself and superintended the changes. His home, Mount Vernon, was the result. Ever since then the long square column and high porch roof such as on the modern home of Mrs. Pitney Havens, has been a symbol of gracious living.



9. The old Halfway House, at Wayside.

In the center of Wayside, partly surrounded by picturesque red barns and carriage houses is the old Halfway House. A look at a local map shows that Wayside, called Danglertown or Centerville on old maps, is at such a distance from the ocean that the road through it skirts the various local streams. Thus a stage route could be planned with a minimum of bridge building. This route, then, was the principal thorofare along the coast before the time of resorts. It connected Squan Village or Manasquan with Red Bank and the boats to New York.

As the name suggests, Halfway House is half way between the two termination points and it was a rest stop, horse change, store, tavern and hotel.

Jim Dangler, the tavern keeper, lost his leg in the Civil War. Old timers still remember the stomping sound of his wooden leg as he attended the bar. One day in the 1880's the minister of the West Long Branch church preached in the combination school house-church in Poplar, suburb of Wayside. He gave such a fiery sermon that Jim Dangler "got" religion. (Apparently you either had it or you didn't in those days.) He went to his bar, stove in the barrels and stomped out of the barroom never to return again. But that's only half of Jim Dangler's reformation as you will read later.

The bar room, now used for storage, is still on the north end of the house and the bar is still in the back end.

Some time ago the present owner, Mrs. Battjer, asked an old-timer to saw down the tree in the carriage yard. "Not for all the money you could give me," he replied. "Generations upon generations of horses have been tied to that tree. There are enough bolts, spikes, nails and rings in that tree to sink a row-boat. You'll not find a man in these parts with a saw tough enough." So it stands today, old scars nearly, but not quite, grown over.





10. Elias Truax homestead and home of Mrs. Alida Dangler.

Only the oldest residents remember the summer kitchens of rural homes. Here before the use of electricity and gas, cooking, laundering and preserving was done in summer to keep the heat from the house and perhaps cut down the fire hazard. In late spring often the whole wood stove was carried from the house kitchen to the summer kitchen, and in the fall the operation was reversed. More prosperous farmers had two ranges, one for each place. However, in colonial days cooking was done in the open fireplace. Only the well-to-do could afford an extra kitchen and fireplace for hot weather use. About one-fifth of a mile north of the Asbury Park to Freehold cut-off can be seen one of these fireplace kitchens in the rear of the Elias Truax home. It was used all year around, slaves or hired men sleeping in quarters above it. An outline of the Dutch oven on the outer wall is still evident, even from the highway. This fall the kitchen and its connecting pump shed will be torn or moved to allow for a view from a picture window, already installed (See X on map).

The kitchen house was usually separated entirely from the main house as a precaution against fire. However, there was usually a porch or slatted walk connecting the two to lessen the amount of dirt trampled in. The little summer kitchen in the rear of Mrs. Alida Dangler house at Wayside may be the last in central New Jersey still in use.



Towards Bowne Road and just off the porch there is a well. Mrs. Dangler says she would gladly replace the present automatic pump with the old hand pump which brought such cold, pure water quickly from the depths below. Between the freshly painted well cover and the summer kitchen is a bare spot where stood the Dutch oven. Families were often large in the old days so each family did a wholesale baking. Often this was twelve to fifteen loaves two or three times a week, besides pies and cakes.

One comes away from visiting Mrs. Dangler and her home with the feeling that there was a zest to living in the yesteryear that is missing now. There was the taste of newly baked bread made from freshly ground wheat; of fruits and vegetables picked one hour and eaten the next; of apple jelly, with a geranium leaf for flavor, from the preserve cellar; there was rest after an honest day's work, and cold water only seconds away from the depths of the earth.

11. Former Dangler wagon house.

Across West Park Avenue from the Dangler homestead and under a huge oak, stood the rather small wagon house. When farmer Dangler passed on, the structure was abandoned and it settled to picturesque complacency. A huge locust log propped as a brace on the sagging west side could be likened to an old man leaning on his cane. Artists, photographers and families, out for an evening drive, were alike attracted. Each perhaps thought the next storm would bring the end. But reaching its hundredth birthday, it passed into its second century still not crumbling.

World War II came and went, and then two grandsons of the aforementioned Alida Dangler decided to return to homestead land. As was the old time custom, though usually from father to son, land was given to each. Grandson Walter Cobb, Jr. drew the old barn property. The former air force gunner moved the old wagon house back from the road, straightened it as much as one hundred year old oak beams would allow, replaced some of the vertical siding, nailed on heavy tar paper and, with his bride, moved in. Working with his father drilling wells during the day, he shaped the interior by evening. Material was paid for as bought, or not bought at all. When your author visited there a year or two ago, the inside was a weird mixture of hand hewn beams, wall board, half finished rooms and stairs, and newspapers were stuffed for insulation between uncovered joists.

Now the inside is about complete, the outside is neatly shingled, and already extensions are planned.

12. James Dangler homestead.

When one-legged Jim Dangler got religion, as told before, it really took. He went down what is now West Park Avenue to the top of the hill. "This is a good place for a church," he said, so he bought the Peter Fary property next to that owned by his father, David Dangler.

He donated enough land for the church, gave the bricks and was a leading spirit in the erection of the First Methodist Episcopal church of Centerville, now Wayside. According to the corner stone it was started in 1882.

With the Fary property was a house on the east side of the church into which Jim Dangler moved. Peter Fary had built the front part of the house (where Weston Dangler now lives) parallel with the road. Then he had moved a little house, even then nearly a hundred years old, from down the slope up to join the new addition. Except for an attached garage it is said to be the same today. Mrs. Alida Dangler helped carry the bricks to build the smokehouse, some 65 years ago.

There is a violent disagreement as to the cause of Jim Dangler's death. Historians and those who knew Jim say the feat he attempted was impossible for a man well into his fifties. But the more direct descendants, who still live on the Dangler property, tell the following story as handed down by word of mouth: Notwithstanding his wooden leg Jim worked up a pretty good farm. He was especially proud of his horses and cows. One wintry day he was called to jury duty in Freehold. A snow storm set in, stopping all traffic. Jim was so worried about the cattle he had so long tended that he lit out on foot, wooden leg and all, for home. Long hours later he limped in to the home lane. He rounded up those animals that may have been out. He watered, fed and bedded all. Then sought his own bed, exhausted. Soon pneumonia set in. Not long later he died. Whether or not this version is true Jim Dangler's was the kind of character that adds spice to history.



13. Long Lane Farm, West Park Avenue.

Jim's father, David Dangler, built the Dangler homestead in the traditional way as described later, by clearing the land and using the best of the wood for his home. It was at first a one and a half story, two-room house but, like most farmhouses, has been enlarged.

David founded a family tradition of satisfaction through accomplishment and hard work that is exemplified in the present Long Lane farm. This 138 acre farm includes the land and homestead of both David and son Jim.

Breakfast is at 7 A.M. on Long Lane. Winston, particularly, has an appetite for a good ham and egg breakfast for he's already been up over two hours milking and feeding cows. The rest of the day is broken into shifts cleaning stables, plowing some of the 100 acres under cultivation, milking special test cows, plowing again, and a final milking ending about 6:30. The results of this hard work are abundantly evident in the prosperous farm and a herd of 100 fine cows developed from two calves. It is also evident in the consistent awards in both county and state fairs. Last year, for instance, the three year old Guernsey, Virginia Rosebud, was adjudged senior champion at the state fair. In the same fair, 28 year old Winston was chosen "New Jersey's Typical Modern Farmer." The success is shared with his brother Weston and his mother and father, all of whom are partners. Both brothers majored in animal husbandry, Weston graduating Rutgers.

There is fun and recreation at Long Lane—television, Saturday night dances, 4H club leadership, and an occasional trip to a national league game. Certainly life is interesting for these typical New Jersey and Ocean Township farmers.



14. Fary Homestead, West Park Avenue.

Colonial ancestors found the sawing of boards such a chore that hand split shingles were found more practical. Some farmers did cut their siding by saw. The saw was a huge, usually two-man arrangement employing complicated scaffolding. Some industrious millers got the idea of hooking this huge verticle saw to water power. Nearly all old mills up through New England states still keep these saws around as a badge of age. Down here those power driven vertical saws, about the size of ice saws, were probably used a hundred years ago. Even with power, sawing a board was slow and tedious, so boards were still cut just as wide as possible. There were plenty of big trees then to make wide boards, hence the pine flooring and the cedar siding of such handsome widths in the Fary house and those of like age. Most siding boards have been painted many times over the years and the saw marks have been covered, but red cedar wood, sometimes used, seemed not to need paint. So, occasionally will be found boards with the original saw marks running straight up and down, showing their age to be a possible 100 years exposed to the weather. (Beginning around 1850 circular buz saws gradually replaced the vertical saw.) These saw marks can still be seen indistinctly on the outdoor kitchen at the old Elias Truax place, as previously mentioned; clearly on the White farmstead, now an antique shop next to the Carolina Tea Room out Asbury Avenue; and distinctly on the old abandoned church at Allaire.



15. The Oakhurst mill.

The sandstone walls of the old grain mill are all that is left of the Oceanville (now Oakhurst) grain mill. Frank King, who now lives a hundred yards southwest of the site, occasionally helped Jim Walters, Johnny Woolley and "Charley," a few of the millers.

Mr. King, however, worked mostly on his father's farm in Wayside during the 70's. Every week he brought a wagon load of grain to the mill for grinding. Usually it was corn and rye for the animals, sometimes wheat for the family's use.

The mill had three stones, one for grinding coarse corn, another for grinding wheat into flour; the third was a poneymill to grind extra fine.

Johnny Woolley was one of the last operators, but repair bills on the mill caught up with him and he moved to what is now the gray hardware store opposite the Township Hall. Less and less grain was ground at the mill and more and more bought elsewhere to furnish the large horse and carriage trade of the day. Handling three carloads of hay, straw and feed a week was average business.

16. Raymond Antique Shop, the Brinley homestead.

Carl Raymond picked an excellent house for his Antique Shop. The part toward the road was built in 1710 and still has, he believes, the original wide pine flooring. There are five fireplaces, open beam ceilings, and furnishings appropriate to colonial times. The latter include tavern table, harvest table, corner cupboard (or cup-board), and pewter cabinet.

The Raymonds tell why pewter was used before china. Pewter, being soft would dent rather than break. Since dishware was hard to obtain, the pewter was not discarded but used until the yearly appearance of the pewter-smith. He would take the dented and bent dishes, forks and spoons, re-melt them and turn out new ones.

There are also windsor chairs. Originally, in the early 1700's, they developed in England, the spindles being made in America. But Americans began to make such fine windsors that the British preferred them even over their own. So it is possible the sisters of the Raymond chairs were sent to England before 1776.

Among the ownerships through which the house passed was that of Mr. Brinley, owner of the mill across Monmouth Road. So it is often referred to as the Brinley homestead. Descendants still live in nearby Long Branch.

The house itself has been greatly changed. An east wing was moved away in 1909 and a larger section added, so its complement of over thirty rooms is surprising to the uninitiated.

17. The old Oceanville hotel, Oakhurst.

The best view of the old Oceanville (Oakhurst) hotel, tavern and store is not from the toll road side (Monmouth Road), but from the lot to the south. If new, it's plain lines would create little interest, but as it settles with age it becomes like a sketch worked by an accomplished artist. Sketch lines are never straight. They are broken here and there, or curve ever so slightly, such as the in sag of a roof or the lean of a support. Trees further break the hard lines, suggest hidden interests in shaded depths, or frame the view.

There are many sketches in Ocean township not on sketch pad or wall. They are the three dimensional kind that can be seen by anyone who wishes to look.



18. Former residence of William Campbell Clark.

Many old time residents of Oakhurst remember the late William Campbell Clark. His red brick home, set back among huge trees, is now abandoned. As the trees, vines and shrubs enshroud the weird architecture, it assumes the fascination of a haunted house. Actually, its record is rather sedate.

It was owned, and perhaps built, by Edwin Booth, the famous actor, and eventually passed to William Campbell Clark, son of the founder of the Clark Thread Co. The business was started in Scotland, and with William Campbell Clark's help, pioneered in the popularizing of spool and thread in America.

It was William Campbell Clark who imported the first Rolls-Royce automobile, in 1905, before licenses were required. The chauffeur of that car, William Lowe, now of West Deal, drove Mr. Clark to and from his various homes. Besides "The Oaks", here, there was a hunting lodge in Cebolis, Maine, and a winter home at 1010 Broad Street, Newark, nearer the factory. Yearly Mr. Clark visited the family homestead in Scotland, often taking a tour afterward.

Since writers on homes and architecture skip from Colonial to modern times, there is little written information on most American homes, including "The Oaks". Presumably the original owner and builder traveled extensively for there is quite an assemblage of architectural ideas: dormers, leaded windows, and brick from England, a modified Mansard roof from France, a touch of Greek, and a dash of American Victorian, popular in the 90's. Except on alterations, the bricks are set in the butted joint method, very close together with only a paste of cement.

There are other things of considerable interest to be seen from the grounds and vicinity of the former homestead. A most nearly

half an inch thick was required to list them for an auction sale five or six years ago. The rooms were so crowded with chairs, tables, lamps, statues, clocks, vases, etc. that, to walk about, one followed a set pattern formed by the aisles still left.

Now the rooms are barren. The building, though in good condition, may soon meet the fate of the 35-room Frelinghuysen mansion across Park Avenue and be torn down. There is a saying to the effect that "not things are permanent, only thoughts, actions and deeds". Wander around the former home of William Campbell Clark (if Chief Eisele permits you) and the saying will find a meaning.



19. Stable at "Mira Flores", Park Avenue.

Have you ever wished to visit the country estate of an English squire? The nearest approximation in Ocean Township, perhaps in America, is both sides of Park Avenue between Monmouth Road and Norwood Avenue.

Your author made the mistake of asking Mr. Milton S. Erlanger, a part owner, if the estate, especially the racing stables, is run as a hobby or as a business. There was quite a reprimand in the answer. "This farm is run as a business as is any other farm", and he proved it, as we shall see.

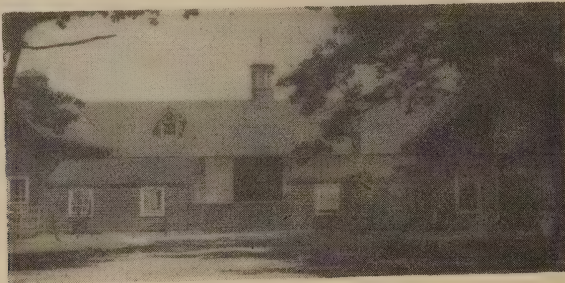
But as Mr. Erlanger points to the Elizabethian red brick home, the racing stables, the barns, the sheep grazing on the edge of oak woods, the cattle and horses in various pastures, you can't help feeling that you are, for the time, transported to a little of old England or perhaps of Colonial America. "This farm is a combination of several properties", he continues. "In the forty acre Mira Flores section we raise race horses. At the races or in the fields here are Show Time, Little Shifter, Agility, Boy Angler, Floredna, Time Stitch, Silver Flame, Control Doll, and August Folly. True, it is a pleasure to raise fine horses. However, they are primarily a business rather than a hobby or pastime. The more races they win, the better prices they will bring."



20. "Woodside"—the stable.

The 111 acre farm section called Woodside was once the Frelinghuysen estate. "On this section," Mr. Erlanger continues, "we keep only sufficient animals for two men to handle. The herd consists of Angus beef cattle. Sheep keep down the undergrowth through the oak woods, require practically no care, yet produce mutton, lamb and wool which is sold. Hundreds of chickens, dozens of turkeys, a few Yorkshire corn fed sows and even a milk goat round out the economy. A lake is being dammed for water fowl. Posts for fences come from the wood lots and locust groves."

No cleared land lies idle. Sections not used for pasture grow corn and hay, crops readily adaptable to planting and harvesting with labor saving apparatus.



21. Former Harvey Fisk house, Park Avenue.

It is the buildings that make one think of either colonial America or old England. For instance, at the easterly end of a row of old estates on Park Avenue is a red brick Elizabethan building with fancy white trim which belonged to Mr. Erlanger's father, Charles Erlanger. Originally it was owned by Harvey Fisk, who helped finance parts of the Panama Canal. The name "Mira Flores" evidently comes from the name of one particularly large canal lock for which Fisk felt responsible.

From the street the aristocratic old house appears to have the dimensions of other large houses in the vicinity, but a view from the side lawns reveals its manorial size and its lace-like beauty. Inside is a series of surprises. Former owners brought English ornamentation from their travels abroad. In the Georgian dining room is a crystal chandelier of fascinating beauty. A music room is of Queen Anne design. In the front is a most astounding Jacobean room centered around a vast open fireplace with carved heraldry and massive paneling.

The drives outside still have the sharp curves built before the era of autos. One almost expects to see a handsome carriage pulled by four white horses come up the drive but inspection shows the carriages, all five of them, are covered by dust in the carriage house and, except for one, may not have been used in years.

This manor-like house, its brood of several smaller wooden buildings, and the surrounding acres north of Park Avenue, are the real white (or red) elephant of the Erlanger enterprise. There is no income from this section except summer rental of the former superintendent's cottage. Casually for sale, this aristocrat of homes awaits a buyer who can make good use of its many rooms, its fine matching furniture, and its quiet calm.



22. Milton S. Erlanger residence.

The last house to be mentioned in the Erlanger group is the large white building on the southwest corner of Park and Norwood where Mr. and Mrs. Erlanger live. Designed by the famous architect Stanford White, it is of modified colonial design. Colonial columns, for instance, support a room above the porte-cochere entrance. The striking features of the foyer or sitting room is the handsome balcony that runs around the second floor, and the huge fireplace of simple colonial beauty.

23. Residence of Herman Levinson.

"Brookside," Herman Levinson's home at 10 Norwood Avenue, adjoins famous Shadow Lawn across the brook. Though not as big as that American palace, it is large and lavishly furnished.

A succession of owners back, it belonged to a Mr. Plum, who farmed the section now called Shadow Lawn Manor. When the estate was gradually broken down to the present five acres by Mr. Levinson, it was found that the garage and the various minor buildings were too far from the house to be included. So today the old garage and other of the buildings are being, or have been rebuilt for private use, and Mr. Levinson has had to build a new garage on his own property.

The style of architecture is interesting. Thomas Jefferson popularized the use of columns, starting with his home at Monticello. It is possible that one phase of its course to this section was through the elite who carried the Greek revival usage to Saratoga, thence to Long Branch from which it fanned out through Monmouth county.



24. "Cricket Lodge," Norwood Avenue.

Old-timers used to hear their parents tell of Maggie Mitchell, the actress, who, like Mary Pickford and Shirley Temple, won the hearts of America with little girl parts. Even as she became older, her small trim body carried the vitality and youth to play these roles on Broadway and on long tours through the country, especially in the south. Charles Abbott, her husband, being also her manager, usually accompanied her.

Partly from these successes, partly from her own inherent ability to make money in real estate, she gained the financial means to build a fine home on Norwood Avenue. To this home came her famous friends Ellen and John Drew, Buffalo Bill Cody and the Barrymores, parents of the family we know today.

All estates must have a name. What would be more appropriate than to name this after her greatest success, the "Oklahoma" of the day, "Fanchon, The Cricket". So came the name "Cricket Lodge".



25. Leidesdorf Estate "Heartsdelle."

The 40 year old Leidesdorf estate "Heartsdelle" illustrates the influence of travel, especially by families that built great wealth in our era of industrial expansion.

In many parts of Europe the forests had been cut away centuries ago. Builders turned to the earth; to stone, mud and clay for building material. Stucco walls and tile roofs were used by all classes. It was the finest of these chateaus and villas in France, Italy, and Spain which caught the fancy of wealthy American tourists and inspired them to create replicas in their own America. At that time income taxes were low and labor cheap. Social affairs were many and bounteous; so estates, even summer places, had to have many rooms for help and visitors. Usually there were other buildings for gardeners, chauffeurs, the superintendent and other workers.

Though, "Heartsdelle" is primarily a summer place, Mr. and Mrs. Arthur D. Leidesdorf, the present owners, usually come down from their New York apartment for winter weekends, staying in one of their smaller cottages.

The fields along Norwood Avenue south of the main building and across Maplewood Avenue, once formed a unique part of the estate. There the original owner and builder, Samuel Sachs the financier, maintained a private four-hole golf course.



26. Rudloff residence, Norwood Avenue.

Around some houses the trees and shrubs form themselves in sheltering protection. So it is with the home at 1012 Norwood Avenue just south of the old Sachs golf course. One may pass the place daily without observing any house at all in spite of its size. It was built by the late Charles H. Rudloff and is occupied now by his son, Everett.

Originally the house stood near the street but was moved back because chauffeurs of the early automobiles brought to the Shore by summer residents frequently ran their machines into the front porch at night when joy riding in their employers' cars. Driving west on Lincoln Avenue, they would not notice that it was a dead end at Norwood Avenue and would fail to make the turn onto what was then known as the Stone Road.

The Rudloff home housed one of the township's first public libraries. In 1900 twelve summer residents of the section organized

the Elberon Library and leased the northeast room of the house for that purpose. The first president of the library was Mrs. Hamilton F. Kean, wife of the late U. S. Senator. One of the early librarians was Mrs. Viola A. Rudloff, who now lives at 213 Lewis Street.

The library association members donated books and bookcases and the library flourished. For several years the books were moved to the Oakhurst school each winter so the pupils might have the use of them. About 1906 the library moved to a store near the Elberon station and in 1910 moved again into the present library building, also near the station.

The original library room in the Rudloff home contains a massive brick fireplace of unusual design, as shown in the accompanying photo by Everett Rudloff. The bricks themselves came from one of the old manors, the Fisk house on Park Avenue. It is said that they formed part of the walls of that house and were removed to make room at "Mira Flores" for decorative fireplaces and paneled walls brought in large sections from English castles and installed in the Fisk mansion.

Charles H. Rudloff, a plumbing and heating contractor, was engaged to install equipment in the Fisk house and came into possession of the bricks. The fireplace shown in the photo was designed by Mrs. Viola A. Rudloff and constructed according to her specifications to harmonize with the room and the materials used.



27. Origin of the bungalow.

Like American people, American architecture comes from the world over. The Bengali, or bungalow, according to Webster is a dwelling of a type first developed in India, usually one storied, with low sweeping lines, and a wide veranda. G.I.'s stationed in India say the wide open porches were a great relief from the heat, for off-duty

visits. It seems logical that early residents at the shore also found wide porches a convenience and comfort. Since many of the homes were at first for summer use, they were of an economical one-story construction following in two main points the ideas from India.

28. Loch Arbour "Cottage."

Webster's dictionary describes a cottage as "a small house; any modest country or suburban dwelling". However, fifty or sixty years ago a cottage was often any summer home, and often contained 15 to 18 rooms with servants' accommodations adjoining.

This cottage probably had the ocean on two sides for it was built when the ocean came up Deal Lake at high tide, and probably was placed only far enough west of the ocean itself to escape the longest waves. It is the home of W. J. Huggan in Loch Arbour.

This is an excellent example of the type of architecture in vogue in the 80's and 90's. Victorian details combined with ideas picked up in European travel such as individual room balconies, constituted style at that time.



29. Adirondack type house, West Allenhurst.

There are some who think that the formality of homes and gardens such as we may see in Virginia signified a conquest of man over the forces of nature. It was like drawing a line and saying "Ever-impending woods you stay there. We will stay here. Not even a vagrant seed shall cross the line."

By the end of the 1800's many forests were cut over. The fight against nature diminished and then the woods were missed. About this time the Adirondacks were being opened and summer visitors could feel the thrill of going back to nature. This feeling was expressed in houses, called log cabin, or Adirondack type. It was one of the first trends away from gingerbread and toward ultra modern homes where rooms open onto gardens and the outside fireplace is part of the outdoor living room.



30. Old Darlington station at Deal Golf Club.

When the railroad station at Darlington, now Deal, was to be replaced around 1902, the Deal Golf Club bought, moved and refitted the building to make the present locker room. Though gingerbread has recently been removed, the old lines are still apparent.

The main club house, half way house, barns (on Monmouth Road) are old too, for the club is among the four oldest clubs in the United States, having been established in the late 90's.

Part of the land for the course was bought from the late George W. Young but three holes, the 4th, 5th and 6th were leased. When Young hit financial troubles he sold his estate, including the three holes to the Hollywood Golf Club. The Deal club in order to maintain its record for having one of the finest courses in the country had to act fast. A host of rich members including Col. George Harvey, Henry Seligman and Morgan O'Brien pitched in some finance. Five thousand trees and stumps were removed in the new 5th hole and fairway alone. Old time members say the three new holes are even better than the old. The stones marking the greens on George W. Young's property were marked G.W.Y. and remains so today.

31. Former home of Madame Lillian Nordica.

The log cabin that now constitutes the main building at the Hollywood Golf Club is an expansive illustration of the aforementioned Adirondack home. It was built by George W. Young in the early 1900's. Mr. Young was Board Chairman of the Audit Company of New York and President or Treasurer of more companies than space permits listing. In 1909 he married Mme. Lillian Nordica, the famous singer. Soon afterward Mr. Young encountered financial difficulties and sold his log cabin home to help save other investments. Meanwhile Mme. Nordica went on a world concert tour. Rumor has it she took a fancy to some friends or relatives who accompanied her and made a new will along the way. On this tour the boat was wrecked off Thursday Island in the Gulf of Papua and Mme. Nordica was taken ill with pneumonia. On May 10, 1914, she died in Batavia, Java. There being neither caskets nor boards available on the island, a huge tree was cut down and a casket weighing 1500 lbs. made of its trunk. George W. Young received the body and the casket in London, where he was living at the time, together with a copy of the new will, cutting him off entirely.



31A Andrews estate, the former home of Colonel George B. Harvey.

The estate of Mrs. George H. Andrews on Wickapecko Drive was formerly the home of Colonel George B. Harvey, one of the foremost figures in the national political scene during the ascendancy of Woodrow Wilson to the presidency. Colonel Harvey has been credited with being the first to champion Wilson for the United States Senate, an ambition which failed to materialize. Later his efforts in behalf of Princeton's president were rewarded when Wilson was elected governor of New Jersey and then president of the United States.

During the earlier part of his career, Colonel Harvey was associated in the purchase of the Asbury Park Electric Light company and in the formation of the Atlantic Coast Electric Railway company of Asbury Park, and the South Jersey Street Railway Company of Point Pleasant. He was, at one time, editor of the Washington Post and of Harper's Weekly, and was appointed by President Warren G. Harding as United States ambassador to Great Britain.

The ornamental tower on the estate is now a Township landmark. It was erected by the Colonel primarily as a water tower but within it is a large room which was his study and trophy room, his favorite retreat.



32. Mrs. Lyle Kinmonth's residence, "Ivy Hedge".

"Ivy Hedge," the stately home of Mrs. Lyle Kinmonth, is situated in a park-like setting on Wickapecko drive a short distance north of Corlies Avenue. Surrounded by lawns which are edged by masses of rhododendrons and other shrubs, the stone, ivy-covered house stands some three hundred feet back from the street. It is approached through a graceful iron gateway which opens to a heavily shaded drive leading to the main entrance. To the south of the house there is a formal garden and pergola. A large tract to the north is occupied by the vegetable garden and grape arbors. Along the north boundary of the estate is the driveway which leads to the garage which was once the carriage house, the service buildings, the green-house, and the gardener's cottage. The estate comprises some fifteen acres.

"Ivy Hedge" was constructed shortly after the turn of the century by Clement L. Despard who, in 1907, sold it to M. H. Harper of the old publishing firm of Harper and Brothers. Nine years later, the place was purchased by James B. Regan, who operated the old Knickerbocker hotel in New York City. Mr. Regan, who was also a prominent figure in New York's politics, entertained extensively, and Alice Joyce, the motion picture actress, who was the wife of James B. Regan, Jr., was a frequent visitor.

In October of 1923, "Ivy Hedge" was purchased by the late J. Lyle Kinmonth, editor and publisher of the Asbury Park Press. Since his death, Mrs. Kinmonth has maintained the beauty of the estate as did her distinguished husband.



33. Wanamassa—Daniel residence.

Somewhere around thirty years ago a group of architects sum-mering among the western ranches were impressed with the long low sugar loaf type hills. Coming east they designed long low houses with four faced hip roofs and with horizontal lines accentuated as in the home of Nathan I. Daniel in Wanamassa. Many of the houses built around the 1920's were of this design as illustrated especially in Wanamassa and West Allenhurst.



34. Henry Offerman home, Wanamassa.

Here we have an Architect's dream house, a fore-runner of the modern ranch type home. The Architect, Montgomery Woods, built 1400 Wanamassa Drive for his own residence. He may have adapted the aforementioned theme to his own ideas by using stone, so closely associated with mountains, and by accentuating the curve of the roof. Yet he might also have been influenced by English thatch, to which it is strikingly similar. The leaded windows, too, give an English aspect.

Mr. Henry Offerman, the present owner, says the shingles were all custom-made at the factory, each according to a plan, for its particular location.



35, 36, 37. The modern home developments.

We have in Ocean Township the largest real estate development operation in Monmouth county and one of the largest in New Jersey. In the Wanamassa developments alone there have been built 250 homes within the last year and a half, and there were many more before that. So we may well consider the part of the development home in our history.

This Bendermere Avenue house illustrates the perennial problem of the developer and builder, to build well but cheaply. Twenty to thirty years ago a square house was considered the most economical to erect, to maintain and to heat. Though this house is nearly square, false roof lines give it the appearance of a story and a half house with large dormers. It is a type which has been nicely refined in a Colonial style by many builders throughout Interlaken and Shadow Lawn Manor.



During the depression labor and material were cheap. Houses had to be made attractive to appeal. The one floor type house was evolving. Porches had a momentary swing back to popularity. New materials, like asbestos, were being taken for granted. There are few better illustrations than the houses at the west end of Bendersmere Avenue. The double windows in these houses are the fore-runners of the picture window.

After the war the married veteran often had furniture, a car, and other things besides a house, to buy. Materials were very scarce, so houses had to be simple yet adequate to meet both family needs and the building codes. Also they had to be within financial means of prospective buyers. All this resulted in appropriate planning such as is illustrated in the simple Cape Cod houses in Wanamassa Gardens.

The government helped finance the first houses, all of which were for veterans. They consisted of cellar, four and a half rooms and bath, the half room being an end of the kitchen fashioned into a dinette. There were no garages, only parking space next to the house. An expansion attic was intended for storage or perhaps for additions later as the family grew.

As material became more readily available other houses in the developments began to sport garages, picture windows, dormers and other features. Split level houses, described elsewhere, gave more room and variety in design, but cost considerably more.

In acquiring the material for many colorslide lectures along the shore, your author has photographed hundreds of homes, and studied many hundreds more. It is his opinion that the homes of no period in our history reflect more directly the necessities imposed by time and circumstances than the homes built during the last few years.



38. Modernistic home, Wanamassa.

Many old time houses were quite formal. Usually there was a central hall with rooms on both sides. Windows and rooms were placed to give the exterior austere beauty and bi-symmetrical balance, often to the detriment of livability. The reaction was an exact reversal of this process; homes were built for comfort, convenience, and inside appearance, letting the rooms fall where they might. One offshoot, as described elsewhere, was the ranch type house. Another was the modernistic. Fortunately art was running toward cubism, so this could be called modernistic. After the first rash departure, compromises were made toward securing some outside beauty, usually by tying sections together with horizontal bands.

Howard Smith, the owner of this house, got the idea from California where, because of the hills, the back and the front are often on different levels. This, then, is also a split level house and so constructed that an additional story can easily be added. Mrs. Smith working in the kitchen, dinette or parlor, all on the one floor in front, has only a few steps up to the bedrooms. Here even the beds are different. When made up they can be folded to an upright position and wheeled against the wall or into the closet. The closets have removable walls for spring cleaning.

Also, it is only a few steps down to the utility room, or to the television room. Yes, even television is changing the construction of homes these days.



39. The ranch type house.

The ranch type of house is one culmination of the back-to-nature movement started with Adirondack cabin, bungalow, and the sun porch. It is easily accessible to adjoining gardens. Gone are the costly-to-maintain porches and in their place is the more intimate breezeway which doubles as a partly enclosed shelter to the garage. Maintenance is cut to a minimum. Most of the outside can be reached by hand or by stepladder to repair, to change storm windows and screens, if not already built in, or to paint.

Though these houses usually have a dinette or a dining room, this had neither. The table was prepared in the kitchen, then it was carried to the sitting room, the shady breezeway or the sunny, open porch, if desired. On completion of the meal, the table with remaining dishes, was carried back.

Stoves, drawers and cabinets which come to the floor, except for a toe space, save space and also obviate underneath cleaning. Some furnaces are so small they can be hung in a cubby hole beneath the floor or in the top of a large closet or storage room, but Mr. Hunt the owner, installed a combination furnace and air conditioner in a small utility room.

Though usually found in warmer climes, the occasional appearance of this type of home adds interest. In fact, when you look close, there are many interesting homes in Ocean Township.



*Harry F. Davis, Tax
Collector of the
Township of Ocean
from May, 1904 until
his death in August,
1946*



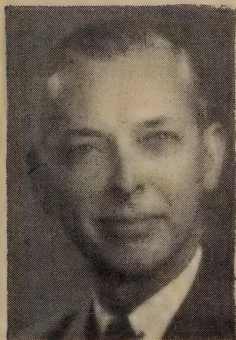
"OUT OF A WORTHY PAST . . .

INTO A GLORIOUS FUTURE"

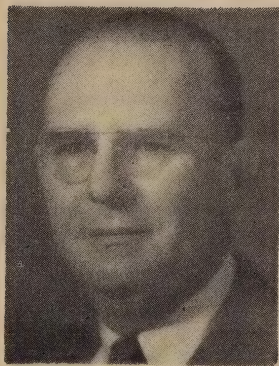
Today, citizens of The Township of Ocean, let us proudly commemorate this Centennial of our township with an acknowledgment of our debt to those who, one hundred years ago, wrought the urban development out of the wastes and brambles surrounding them. Let us, of this generation, also give "Thanks" to those, who out of the past, created Our Heritage of Home in this community of our choice.

Looking forward with optimism to a glorious future, let us pledge to each other to counsel among ourselves, so that we may wisely plan and faithfully serve in whatever parts we may be cast. To this end, may those who follow us find our names and achievements worthily recorded in the annals of the Township of Ocean.

TOWNSHIP COMMITTEE



Alfred M. Woolley



*E. Melvin Goddard
Chairman*



Lee F. Mitchell

THE FIRE COMPANIES



OAKHURST

Oakhurst Independent Fire company was organized on April 14, 1913 and, beginning with a hand-drawn hose cart, it soon grew into a skilled fire fighting force with the most modern apparatus. Lewis E. Woolley was the first chief of the department and the first officers of the company were: Harry F. Davis, president; Maurice Marx, vice president; Samuel Thompson, treasurer; Harry G. VanNote, financial secretary; and George Masson, secretary.

The first apparatus was presented to the department by a Mrs. Wilson whose large estate was located in the Oakhurst section. This was an old hand-drawn hose reel which had been used on the Wilson property. It was housed in rented space in Mechanics Hall which remained the Township fire house for about two years.

The first real piece of apparatus was acquired in 1915 when the department purchased a new Republic motorized engine. Two years later, in 1917, the site of the old Marcus Coon blacksmith shop was purchased and the present two-story brick fire house was erected. The company has always kept pace with the times, keeping its equipment in first-class operating condition, and acquiring apparatus of the most modern type whenever its need becomes apparent.

The present officers of the company are: President, Frank Eisele; vice-president, Clayton Aumack (deceased); secretary, Oliver Herbert, Jr.; treasurer, Myron Bennett; financial secretary, Ferris Waitt. The chief is Arthur Bentley. Henry Anderson is first assistant, and Richard Wroncy, second assistant. The chief of fire police is Joseph Aumack.

Volunteer members of the company include the following: Henry W. Anderson, Clayton Aumack, Harold Aumack, Joseph Aumack, Allan Bagger, George Barthelemy, Willard Bebus, Amos Bennett, Arthur Bentley, James Bentley, Clifford Bowne, Clifford Brown, Henry Butler, Edward Conner, Harry J. Conine, Sig Danielson, Henry C. Davidson, Allan Davison, Ross Dennis, Norman DeVaul, Albert Duryea, Chester Ebie, Walter Egge, Warren Egge, James A. Errickson, John Fagan, William Fagan, Ernest Farley, Harry Fary, Howard Fary, Edward Fliedner, Royal Fliedner, Thomas Fliedner, Clarence Gerbig, Frederick Gerbig, Arthur Green, Joseph Grippaldi, Arthur Haller, Harry Harvey, John Harvey, Elmer Hendrickson, Oliver Herbert, Oliver Herbert, Jr., Leon Herbert, Woodrow Herbert, James R. Hibbets, J. Russell Hibbets, Elmer Juska, Russell Kessler, Nathan King, Oliver King, Edward Klump, Philip Kolb, Daniel Layton, John Layton, Melvin Longstreet, Samuel Mazza, Raymond Miller, Anthony Miller, Carl Morris, Jr., William McCaffrey, Roland McGinty, Kenneth McKean, George Quirk, Arthur Roussell, John Roussell, Raymond Roussell, Robert Roussell, Donald Roussell, Irving Sickles, Myron Sickles, Alton Smith, Harry Smith, James Throckmorton, Frank Tilton, Peter Torchia, Frank Turner, William VanMiddlesworth, Ferris Waitt, William Welle, Charles Wells, Melvin Wethered, Thomas Wilburn, Richard Wroncy, Leroy Youmans.

The Board of Fire Commissioners of District No. 2 is composed of the following: President, Roland McGinty; vice president, Harry Fary, treasurer, George Barthelemy; clerk of the board, J. Russell Hibbets, Alton Smith.

An important adjunct of the fire department is the Oakhurst first aid squad and its corps of thoroughly trained men. There are some twenty-eight members of the corps all of whom, of course, are members of the fire department. The original ambulance of the squad was donated by Sanders P. Wertheim.

WAYSIDE
Wayside Fire Company, in Shrewsbury Township, also serves as a stand-by company for Ocean Township





WANAMASSA

The Wanamassa Fire company came into existence on February 6, 1922 when twenty-four residents of that area met at the home of Sidney D. Van Dyke and organized the Township's second fire fighting company. The officers elected at the meeting were John Leary, president; John W. Martin, vice president; John F. Carlton, secretary; William C. Schwartz, treasurer. Sidney Van Dyke was chosen foreman or chief; Matthew R. Covert, first assistant; and George W. Patterson, second assistant.

At this time there was available for fire fighting only an old hose reel which had been donated by the Spring Lake fire department, and which was kept in the garage of Joseph Smith on South Wanamassa Drive. Naturally, this small piece of equipment would suffice for only the smallest of fires and when a large blaze broke out help was summoned from Asbury Park and other neighboring communities.

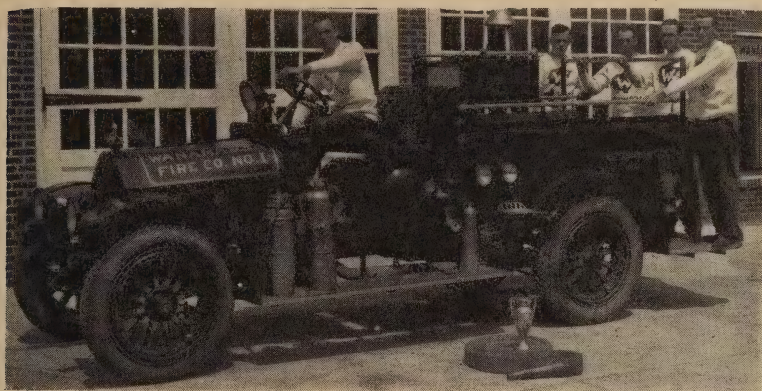
In March of 1922 a committee was appointed to investigate possible sites for a new fire house. The location which was finally chosen consisted of two lots on the south side of Sunset avenue between Garvin and Laurel avenues, and a small wooden building was erected to house the apparatus. On October 13, 1922 the fire company was incorporated, and in 1923 the first motorized pumper, a Simplex, was purchased at a cost of \$1,000.

By 1927 the community had grown to such an extent that the old fire house became inadequate to house the additional apparatus needed to afford proper fire protection. Accordingly, property at the northwest corner of Sunset avenue and Wickapecko drive was acquired and there was erected thereon the present two-story brick building which houses the fire company and the Wanamassa First Aid squad which was organized some twenty years ago and whose first ambulance was given by Sanders P. Wertheim.

The present officers of the Wanamassa Fire company are: president, Benjamin DeAngelis; vice president, Amos E. Kraybill, Jr.; treasurer, G. Ernest Daley; secretary, Frederick R. Holman; trustees, John Jackson, Jr., Harry Woolman, and Walter Horn. The complete membership of the company includes William Bastedo, Robert C. Bates, Joseph Brown, William Bruns, John Carter, Walter Carter, Joseph Childs, G. Ernest Daley, Benjamin DeAngelis, Edward Garrity, Charles Hoffman, Frederick R. Holman, Walter Horn, John Fitzmaurice, Leon Francis, James Garrity, John Garrity, Richard J. Horter, Howard Hundertpfund, Lamarr Hertzog, Oliver Hoppach, Joseph Hundertpfund, Elmer Hunt, John Jackson, Jr., John Jackson, Sr., Albert Koenig, Amos E. Kraybill, Jr., Richard Kurkjian, Richard Kadrey, Charles Lambertson, Allen MacIlroy, James McCullough, Charles McGrath, Robert McGrath, Clifford Miller, John Moor, John Murray, George Nungesser, Jr., William Robbins, Theodore Robinson, Frank Roberts, William H. Schelff, Harry Woolman.

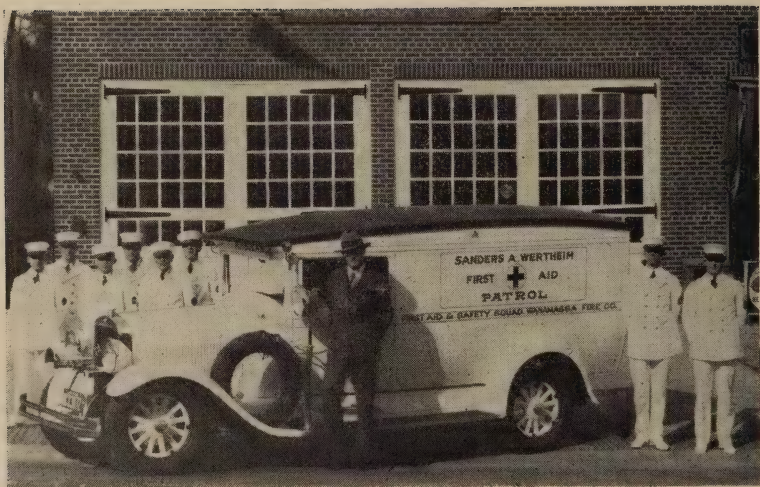
Fire Commissioners for District number two are: Robert McGrath, president; Edward Fitzmaurice, secretary; James J. Garrity, treasurer; Frank Roberts, and Joseph Hundertpfund.

Members of Board of Fire Commissioners of District No. 3 are Walter Mason, chairman, and Secretary, William H. Speilgelberg, treasurer William Edwards and Walter McCombs.



The world record for a hose laying event was achieved by a team of Wanamassa firemen at Bloomfield in June, 1928. The team was composed of Sidney Van Dyke, Captain, William Bastedo, Robert McGrath, Charles Robinson, and Albert Roberts.

Wanamassa's first apparatus, a hose reel donated by the Spring Lake Fire Department



The Sanders A. Werthheim First Aid Patrol, one of the first Squads in the Shore Area.

VETERANS OF FOREIGN WARS

Gimbel - Lehy - Quirk Post

The Gimbel-Lehy-Quirk Post 2226 of the Veterans of Foreign Wars which was mustered on December 2, 1944 is so named in honor of three Ocean Township men who gave their lives in the service of their country, one in the first World War and two in the second. The soldier of the first war was Howard Charles Lehy who was killed in action at Grand Pre, France, on October 19, 1918. Those who died in the recent conflict were Lieutenant-Colonel Louis S. Gimbel, Jr., owner of Applebrook Farm on Poplar Road, who died May 24, 1942 in the crash of an army airplane near Houlton, Maine; and Lieutenant Thomas A. Quirk, Jr., son of Mr. and Mrs. Thomas Quirk, 304 Roosevelt avenue. Lieutenant Quirk lost his life on January 2, 1944, in the mid-air explosion of a Flying Fortress near Sacramento, California.

Gimbel-Lehy-Quirk Post, which has approximately one hundred and ten active members on its rolls, occupies its own building at the corner of Elberon Boulevard and Norwood avenue in Elberon Park, purchased in May of 1945. Its official personnel includes: Commander, Paul J. Strohmer; Senior vice commander, Edward R. Cronk; junior vice commander, Jerome Cohen; quartermaster, John T. Lucas; quartermaster-sergeant, Edward V. Eisele; adjutant, Francis E. Sicles; sergeant-major, Howard Dangler; officer of the day, Joseph Werner; guard, Arthur F. Kieger; chaplain, George Lippel; post surgeon, Dr. Harold Kazmann; trustees, Edward R. Eisele, Orien D. Davison, Paul Hagelberg.

OCEAN TOWNSHIP HONOR ROLL

VICTOR E. ALEXANDER	ARTHUR G. BENTLEY
CHESTER ANDERSON	FRANK BERGAN
WILLIAM ANDERSON	FRANK BERTA
JAMES S. APPLEBY	JOHN H. BOLING
THEODORE APPLEBY, Jr.	ALBERT H. BOWCOCK
CALVIN APPLGATE	ANDREW BOWMAN
CHARLES APPLGATE	DONALD W. BOWNE
WOODROW APPLGATE	JAMES C. BRITTON, Jr.
CLAYTON AUMACK	WALDO W. BROOKS, Jr.
WILLIAM D. AYERS	RAYMOND BROSSARD
FRED BAATZ	CLIFFORD BROWN
EARLE H. BAKER	JOSEPH BROWN
CARLTON R. BAKLEY	WILLIAM C. BROWN
NICHOLAS G. BALDINO, Jr.	JOHN BRUHL
RUDLOFF BARG	LAWRENCE BUCK
HARRY BARRINGER	HARDY BUSH, Sr.
EDWARD BARRINGER	HARDY BUSH, Jr.
KATHLEEN BASTEDO, R. N.	FRANK CAREY
ROBERT C. BATES	WILLIAM S. CARRICK, Jr.
*LEONARD BENJAMIN	JOHN G. CARTER
HENRY BATTJER	WALTER L. CARTER
ROBERT BEEBE	WILLIAM C. CARTER
C. LEON BENNETT, Jr.	ALBERT CASAGRANDE
CLARENCE BENNETT	GEORGE E. CAVANAUGH
CLINTON BENNETT	CLARENCE N. CHAMBERLAIN
J. DONALD BENNETT	CLARENCE CHAMBERLAIN, Jr.
KENNETH BENNETT	JOSEPH A. CHAMBERLAIN
RUSSELL N. BENNETT	RICHARD CHILD

MARINO T. CLAYTON
 GEORGE COMBER
 ERIC R. CONE
 HARRY T. CONNOR
 GEORGE COOK, Jr.
 HARTSORN COOK
 LEWIS COTTRELL
 EUGENE W. CRANE
 EDWARD R. CRONK
 EDWARD CRUSIUS
 HOWARD CUNNINGHAM
 ROBERT DALECKI
 GEORGE R. DALY
 GREGORY L. DALY
 LEO F. DALY
 RAYMOND W. DALY
 RALPH DANGLER
 HENRY DANKER
 C. WILLIAM DANIEL
 JAMES M. DANIELS
 ROBERT DANIELSON
 RUSSELL DANIELSON
 STANLEY B. DAVIS
 KENNETH DAVISON
 BENJAMIN DeANGELIS
 ROBERT F. DeGISE
 EDWARD DeMETER
 HAROLD DeMING
 CHARLES D. DENNIS
 LORENZE DENNIS
 ROSS DENNIS
 JOHN FRED DETWEILER
 GEORGE DeVAUL
 NORMAN DeVAUL
 RICHARD J. DeVAUL
 JOHN DeWEES
 JOHN R. DOLAN
 CHARLES DONACHIE
 JOHN DONACHIE
 HENRY H. DUVAL
 WARD E. DUVAL
 FRANCIS DWORCHAK
 GEORGE EBERHARDT
 GEORGE W. EDWARDS
 JOHN E. EDWARDS
 MILTON D. EDWARDS
 RICHARD T. EDWARDS
 ANNA EGGENBERGER
 EDWARD EISELE, Jr.
 THOMAS C. ELLIS
 FREDERICK S. EMENS
 ARCHIE M. ERICKSON
 MICHAEL ERLANGER
 ERNEST M. ETTINGER
 JOSEPH FABIANO
 JOSEPH FABIANO, Jr.
 ERIC FABRICIUS

HOWARD L. FARY
 JAMES FITZMAURICE
 THOMAS FLETCHER
 HUGO FLIEDNER
 THOMAS FLIEDNER
 JAMES A. FISHER
 EDNA MAY FISHMAN
 LAURUS FOLLANSBEE
 DONALD E. FOSTER
 MICHAEL W. FRANCIS
 RICHARD J. FRANKS
 THEODORE FRELINGHUYSEN
 FRANK T. FREY
 JOHN E. GARRITY
 FREDERICK GERBIG
 JOHN A. GIFFORD
 *LOUIS S. GIMBEL, Jr.
 WILLIAM GLASER
 WILLIAM GLYNN, Jr.
 REGINALD GRANTHAM
 CHARLES GRIPPALDI
 WILLIAM H. GROEL
 ARTHUR GROSS, Jr.
 RICHARD GROVER
 JOHN GUILMAN
 PETER GUTHORN
 WILLIAM E. HAGERMAN
 WILLIAM T. HAGERMAN
 JAMES S. HAGERTY
 JARED R. HAINES
 ALBERT HANDKE
 ARNE F. HANSEN
 JOHN HARRIS
 JOHN D. HARRIS
 JOHN HARVEY
 JOSEPH HARVEY
 HORACE E. HEIMLICH
 RICHARD D. HEIMLICH
 EUGENE HENRY
 EUGENE E. HENRY
 LEON HERBERT
 OLIVER HERBERT
 WOODROW HERBERT
 HARRY T. HESS
 LEON D. HESS
 CORTLAND HEYNIGER
 STUYVESANT HILLER
 ARNOLD HIRSCH
 WALTER E. HOEVER
 RICHARD E. HOLLE
 HARRY R. HOLST
 RICHARD A. HUETH
 DAVID HUGGINS
 JOHN W. HUH
 ELMER HUNT, Jr.
 FRANK HUNDERTPFUND
 HOWARD HUNDERTPFUND

FRANKLIN W. HUNT
 JAMES HURLEY
 WALTER HURLEY
 JOSEPH IAMELLO
 ROCCO M. IAMELLO
 DONALD B. ISEMAN
 J. HAROLD ISEMAN
 WALTER D. JACKSON
 LLOYD JEFFREY
 DELMA M. JOHNSON
 FRANKLIN C. JOHNSON
 EDWARD JONES
 ARTHUR JORDON
 THOMAS E. JOYCE
 EDNA E. KARA
 ARTHUR KELLY, Jr.
 CHRISTOPHER W. KELLY
 KENNETH G. KELLY
 GEORGE KENNY
 WILSON M. KENNEDY
 EDWARD KER
 LESLIE KER
 DONALD KETCHAM
 GEORGE M. KETCHAM
 ROBERT KETCHAM
 H. RICHARD KIEFER
 DAVID KING
 RICHARD KLEBSATTEL
 EDWARD KLUMP
 PHILIP KOLB
 FREDERICK KRAMER
 JOHN KRAMER
 THOMAS KRATOVIL
 AMOS E. KRAYBILL, Jr.
 RICHARD L. KRAYBILL
 BENJAMIN KRONITZ
 RICHARD KURKJIAN
 CHARLES LAMBERTSON
 JOHN M. LAMBERTSON
 MARY LARKIN, R. N.
 LEROY E. LAWRENCE
 DANIEL LAYTON
 FORMAN LAYTON
 *HOWARD CHARLES LEHY
 CARL LEWIS
 CHARLES LEWIS
 CHARLES LEWIS, 3rd
 MEYER LEVIN
 SAUL LEVINSON
 CHARLES LICHENAUER
 RAYMOND LIEBHARDT
 HAROLD LISIEWSKI
 OSCAR B. LISIEWSKI
 PIERRE LOMET, Jr.
 MELVIN LONGSTREET
 WALTER LONGSTREET
 JAY LOODER

DAVID H. LUKINS
 THOMAS LYNCH
 ALLAN P. MacILROY
 DOUGLAS E. MacKINNIN
 MARIO MARINO
 JOHN MARTIN
 WILBERT MARTIN, Jr.
 RALPH MARTORELLA
 EUGENE J. MATTICE
 MICHAEL MATTICE
 WILLIAM F. MATTISON, Jr.
 ROBERT MAYBERRY
 ALBERT McCOTTER
 ROLAND McGINTY
 WILLIAM E. McGOWAN
 BENNIE LEE McGOWEN
 CHARLES McGRATH
 KENNETH McKEAN
 ROGER McKEAN
 HAROLD McMURRAY
 LOUIS V. MEANS
 ROBERT K. MEANS
 FRANCIS A. MEESE
 WILLIAM G. MEETING
 JAMES MILLER
 RAYMOND MILLER
 JOSEPH MILTONBERGER
 JOHN H. MOOR, 3rd
 FRANK MOULTON
 ROBERT L. NEMETH
 WILLIAM H. NEWMAN, Jr.
 ARTHUR N. NEYLON
 BRAINARD C. NORTON
 ROBERT D. NORTON
 JOHN A. O'CONNER
 WILLIAM O'CONNER
 L. JACK OSGOODBY
 JAY W. OWENS
 WILLIAM T. PAPWORTH, Jr.
 HARVEY C. PARISEN
 RICHARD PARKER
 FRANK PATOCK
 JOHN PATOCK
 GEORGE PENTERMAN
 RICHARD H. PHOENIX
 CHARLES PIEPER
 RICHARD PIEPER
 JOHN PLATE
 CARLOS A. PONS
 AUGUST POSTEL
 ROBERT POWELL
 DONALD P. PRICHARD
 EDWARD PRICHARD
 ADRIAN PYLE
 CHARLES B. QUINN
 ROBERT QUINNEY
 HOWARD QUIRK

*THOMAS A. QUIRK, Jr.
 JOHN RAKESTRAW
 *BERKEL R. RASMUSSEN
 WALTER READE, Jr.
 KENNETH F. REED
 ERNEST A. REID
 DAVID M. REYNOLDS
 JAMES P. REYNOLDS
 GEORGE RICCI
 ALBERT R. RICHTER
 OTTO RICHTER, Jr.
 WALTER D. RICHTER
 JAMES RILEY
 THEODORE ROBISON
 PHILIP ROSENBLUM
 ARTHUR ROUSSELL
 JOHN C. ROUSSELL
 RAYMOND ROUSSELL
 ROBERT ROUSSELL
 EVERETT RUDLOFF
 WALTER RUTAN
 JOHN B. SAZZIO
 WILLIAM H. SCHELPH
 WILLIAM J. SCHLIPF
 HARRY R. SCHLOSSBACH
 FREDERICK SCHMEISER
 RICHARD SCHMEISER
 CHARLES E. SCHNEIDER
 FERDINAND SCHWARTZ
 ERMINIO SETTEMBRE
 CHARLES D. SEXTON
 MARIE E. SHANNON
 CARL SCHULTZ
 FRED SCHULTZ
 WILLIAM J. SEGAL
 WILLIAM J. SIMON
 JOHN W. SLOCUM
 CHARLES W. SLOVER
 ALBERT SMITH
 ARTHUR R. SMITH
 J. GEORGE SMITH, Jr.
 LEROY SMITH
 EUGENE H. SPINA
 HARRY STEIN, Jr.
 HAROLD STEINER, Jr.
 RALPH M. STEINER
 JOHN W. STEWART, Jr.
 EDWARD A. STILES
 JOHN JACOB STILES
 GEORGE STRASSER
 DANIEL F. SULLIVAN
 EILEEN B. SULLIVAN, R. N.
 LEWIS TABORN
 GEORGE TEMPLETON
 JOHN C. TEUFEL
 ROBERT THOMPSON
 ROBERT N. THOMPSON

STANLEY THOMPSON
 WILLIAM H. THOMPSON
 NORMAN TIPLING
 ARTHUR B. TIMMER
 KARL E. TONGRING
 DONALD TOUCHERT
 ALLEN C. TRIPPANY
 JAMES TURNER
 LAWRENCE L. TYFORD
 BERNARD UNGER
 LESTER VAN BRUNT
 JOSEPH VAN CLEAF
 WM. VAN MIDDLESWORTH
 JOSEPH VILARO
 RICHARD S. VON BURSKE
 JAMES U. WALKOM
 RICHARD WALL
 HAMILTON W. WARREN
 JOSEPH WEEKS
 RAYMOND WEEKS
 ROBERT WELLE, Jr.
 WILLIAM WELLE
 EDWIN S. WHITE
 IRA E. WHITE
 THOMAS WILBURN
 JOHN V. WILSON
 ROBERT F. WILSON, Jr.
 ERNEST WILLIAMSON
 JOHN WILLIAMSON
 HERBERT P. WISNER
 FRANK C. WOLCOTT
 WALTER D. WOODHEAD, Jr.
 SHERLOCK WOODWARD
 CHARLES A. WOOLEY
 MELVIN WORTH
 RAYMOND YACKEL
 HOWARD YERKES
 LAWRENCE C. YOUNG

*—Killed in action

POLICE DEPARTMENT

A 12 man police force serves the township, patrolling the area in three modern motor cars. Chief of Police Frank W. Elsele is shown at right at the two way radio telephone system bearing the call letters WEMD, with which headquarters and the patrol cars may converse simultaneously.

Below: Police Force, left to right, are: William Seielpf, Howard Hundertfund, John J. Harvey, Herman L. Bohlman, Edward Connors, Ruppert Smith, Harry Harvey, Nathan Taylor King, Chief Frank Elsele, Capt. Isaac King, James Garrity, Capt. Richard Garrity.



THE TOWNSHIP OF NEPTUNE

(Incorporated February 26, 1879)

extends its best wishes and

sincere congratulations to

OCEAN TOWNSHIP

on its

100th ANNIVERSARY

Ross R. Beck, Chairman

Charles S. Loveman

Herman S. Johnson

Augustus B. Knight

Joseph A. Shafto

John W. Knox, Clerk

SCHOOLS

The Township of Ocean is served by two primary schools with a staff of thirty-four teachers. Harry E. Patterson is supervising principal of the school system.



Oakhurst

Oakhurst grade school, located on Monmouth Road, south of Township Hall, has ten classrooms, an auditorium, and a cafeteria. The current enrollment is 427 pupils. Miss Estelle D. Voorhees, the principal, has served in that capacity since 1908. (A on Map.)



Wanamassa

Wanamassa grade school, a modern edifice of Colonial design, located on Bendersmere Avenue in Wanamassa, has eight classrooms, an auditorium, and a cafeteria. Edward German is principal, and there are 422 pupils enrolled at the present time. (B on Map.)

Best Wishes

from

the Borough of

RED BANK

Red Bank, lying 40 miles south of New York City, and 6 miles from the Atlantic Ocean, at the head of navigation of the Navesink or North Shrewsbury River, began its growth at the beginning of the Nineteenth Century, as the natural terminal of river vessels carrying Monmouth County products to New York.

As part of Shrewsbury Township, it consisted in 1829 of one store and one hotel. By 1832 it had grown to a village of three stores, two taverns, a blacksmith shop, a wheelwright shop and a furniture factory, although still there was no Post Office, and the nearest voting place was at Eatontown, some four miles away. By 1833 a Post Office was established and in 1834 the first bridge spanned the river, increasing thereby the commercial importance of Red Bank, by placing it on the direct route between Middletown and Shrewsbury.

In the last half of the Century, development was rapid. In 1860 the Raritan Delaware Bay Railroad was opened; in 1865 the first bank was opened; in 1870 the gas light company and the first volunteer fire company were organized, and the village was incorporated as a town; and in 1865 the New York and Long Branch Railroad, upon whose road bed runs

the Pennsylvania and Jersey Central trains, was opened to New York. On March 10, 1908, the town obtained its present official status as a borough with a mayor and councilmanic form of government.

The river has ceased to be a transportation factor in the Borough's growth; and instead has become the annual scene of the National Sweepstakes Regatta, and hence a national Summer and Winter river sports center.

In the meantime the little village store and hotel of 1829 have now become a thriving community of 17,000 persons and the shopping center of a population of in excess of 60,000 people. Its population is served by four grammar schools and two high schools. Since 1945, 1500 homes, including four garden apartments, have been built. Red Bank is connected with the greater Metropolitan area of New York and Philadelphia by two railroads, and its bus routes penetrate to every important center of Monmouth County and the New York area.

Enthroned at the head of the beautiful Shrewsbury in the center of Monmouth County's finest residential section, Red Bank is still, as in the Nineteenth Century, Monmouth County's leading community.

Charles R. English, Mayor
Council

Philip J. Bowers, President

Harry Malchow
Kenneth M. Wyckoff
J. Albert VanSchoick

Thomas F. Oakley
George A. Gray
Amy E. Shinn, Clerk

CHURCHES



THE FIRST METHODIST CHURCH
Oakhurst, New Jersey
REV. HARLAND T. GANT, Minister
Dedicated June 19, 1910
(C on map)



WAYSIDE
METHODIST
CHURCH
Built 1882
Rev. Fay Smith
Minister
(12 on map)

Greetings from

B O R O U G H

of

I N T E R L A K E N

Formerly a Part of Ocean Township,

Incorporated as a Borough in 1922.

Population 900

SANFORD C. FLINT, Mayor

HAROLD MEEGAN, Councilman

ROSS B. CAMERON, Councilman

HAROLD V. GARRITY, Councilman

BERNARD A. SEIPLE, Councilman

SAMUEL P. METZGER, Jr., Councilman

JOSEPH PILLING, Councilman

ROBERT H. ADAMS, Borough Clerk



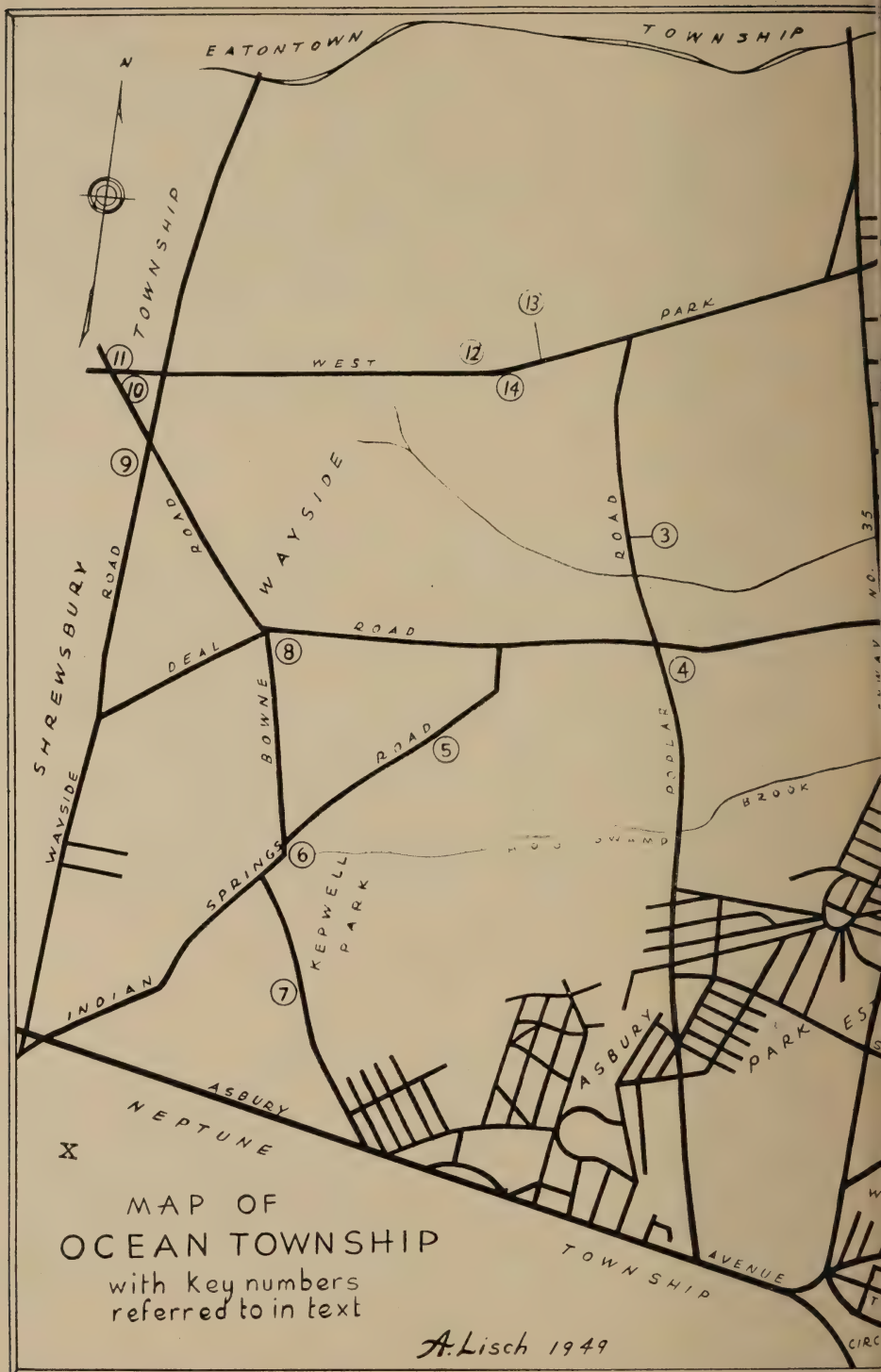
Oakhurst business section looking north along Monmouth Road. Township Hall and Honor Roll in left foreground. (D on Map.)



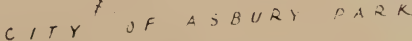
Wanamassa business district at intersection of Sunset Avenue and Wickapecko Drive. Wanamassa fire house in foreground. (E on Map.)



Shops along Ocean Township - Deal boundary line at intersection of Norwood and Roosevelt Avenues. (F on Map.)



1849 - 1949



Patrons of the Centennial

MR. & MRS. THEODORE F. APPLEBY
 DR. & MRS. S. HERBERT ANDERSON
 MR. & MRS. WILLARD E. ASHMORE
 MR. & MRS. WILLIAM D. AYERS
 MR. & MRS. ALLAN BAGGER
 MR. & MRS. KENNETH BAILEY
 MR. & MRS. ROBERT S. BARRABEE
 MR. & MRS. WILLIAM BASTEDO
 MR. & MRS. WILLARD BEBUS
 DR. & MRS. ALBERT A. BENGLES DORF
 MR. & MRS. MYRON BENNETT
 MR. & MRS. SPENCER BENTLEY
 MR. & MRS. SIDNEY BERG
 MR. & MRS. S. F. BETTER
 MR. & MRS. CHARLES BETTS
 MR. & MRS. WILLIAM BIRTWELL
 MR. & MRS. W. D. BLAIR
 MR. & MRS. WALLACE H. BLANCHARD
 MR. & MRS. HERMAN BOHLMANN
 MR. & MRS. ELMER BROWN
 MR. & MRS. JOSEPH BROWER
 MRS. MARGARET BRUNS
 MR. & MRS. RONALD BUIST
 MR. ARTHUR CARR
 MR. & MRS. J. VICTOR CARTON

MISS MARIE M. CAVANAUGH
 MR. & MRS. ALONZO B. CLARK
 MR. & MRS. JOHN COBB
 MR. & MRS. HENRY COMEGYS
 MR. & MRS. ALFRED CONHAGEN
 MR. & MRS. EDWARD CONNORS
 MR. & MRS. JOHN L. CONOVER
 MR. ALBERT COTTRELL
 MR. & MRS. PETER DeMIDOWITZ
 MR. ARTHUR DEVINE
 MESSRS. HARRY E. DeWEES & ROBERT G. MORRISON
 MR. & MRS. MILTON R. DUFFEN
 MR. & MRS. HARRY DUINKER
 MR. & MRS. BENJAMIN EINHORN
 CHIEF OF POLICE FRANK W. EISELE
 MR. & MRS. A. M. ERICKSON
 MR. & MRS. MILTON ERLANGER
 MR. & MRS. GEORGE EVENSEN
 MR. & MRS. RAYMOND EWING
 MR. & MRS. BENJAMIN FARY
 MR. & MRS. HARRY E. FARY
 DR. & MRS. DANIEL F. FEATHERSTON
 MR. & MRS. WALTER FELDKAMP
 MR. & MRS. WILLIAM J. FIRSTBROOK
 DR. & MRS. JAMES A. FISHER

MR. & MRS. EDWARD A. FITZMAURICE	MR. & MRS. SAMUEL HARVEY
MR. & MRS. LOUIS H. FRANKS	MR. & MRS. IRA HAUP
MR. & MRS. ALFRED E. FRIEDMAN	MR. & MRS. STEWART HAUP
MR. & MRS. FRANK FRITZ	MR. & MRS. EDWARD E. HEIMLICH
A FRIEND	MR. & MRS. CARL F. HELBIG
MR. & MRS. EDWIN GAGE	MR. & MRS. FRED E. HELLER
MR. & MRS. EMIL C. GARDELL	MR. & MRS. WM. T. HENDERSON
MR. & MRS. JAMES GARRITY	SENATOR J. STANLEY HERBERT
MR. & MRS. JOHN E. GARRITY	MR. & MRS. HARRY HESS
MR. & MRS. RICHARD GARRITY	MR. & MRS. LEON HESS
MR. & MRS. HARRY L. GIBERSON, Jr.	MESSRS. AUSTIN & CORTLAND HEYNIGER
MR. & MRS. HARRY GILMAN	MR. & MRS. JAMES R. HIBBETS
MR. & MRS. SAMUEL W. GILMAN	MR. & MRS. J. RUSSELL HIBBETS
MR. & MRS. LOUIS S. GIMBEL	MR. & MRS. ROBERT J. HIMPELE
HON. & MRS. JOHN C. GIORDANO	MR. & MRS. AUGUST HOPPACH
MR. & MRS. E. MELVIN GODDARD	MR. & MRS. HENRY G. HOPPER
MR. & MRS. LOUIS GOLDOGEL	MR. & MRS. J. HAROLD HOUGH
MR. & MRS. VINCENT J. GORMAN	MR. & MRS. BLOOMFIELD HULICK
MR. & MRS. BERNARD GRAD	MR. & MRS. HOWARD HUNDERTPFUND
MR. & MRS. MARCEL GREEFS	MR. & MRS. ELMER HURLEY
MR. & MRS. JOSEPH GROSSMAN	MR. & MRS. WALTER C. HURLEY
MR. & MRS. FRED J. HAAS	MR. & MRS. H. R. INGALLS
MR. & MRS. ERNEST HALL	MR. & MRS. FRANK E. JAEGER
MR. & MRS. HAROLD HALPERN	MR. & MRS. JOHN F. JACKSON, Jr.
MR. & MRS. BENJAMIN HARVEY	MR. & MRS. CHARLES M. JAMESON
MR. HARRY HARVEY	MR. & MRS. WILLIAM JEFFREY
MR. & MRS. JOHN HARVEY	DR. & MRS. HAROLD A. KAZMANN
MR. & MRS. LESTER HARVEY	MR. & MRS. OTTO KELLERS

MR. & MRS. CHARLES VAN MIDDLESWORTH, Jr.

MR. & MRS. ANTHONY MILLER

MR. & MRS. HAROLD MILLER

MR. & MRS. LEE F. MITCHELL

MR. & MRS. JOHN H. MOOR, Jr.

MR. & MRS. CHARLES E. MORRIS

MR. & MRS. FRANK NAPOLITANI, Jr.

OAKHURST INDEPENDENT HOSE CO.

NO. 1

OAKHURST FIRE COMMISSIONERS

DISTRICT NO. 1

OAKHURST FIRST AID SQUAD

MR. & MRS. N. F. OAKLEY

MR. & MRS. HENRY OFFERMAN

MR. & MRS. DAVID OSBORNE

MISS BEATRICE PARKER

MR. & MRS. HENRY H. PATTERSON

MISS JANE H. PATTERSON

MR. SAMUEL Y. PATTERSON

MR. & MRS. BENJAMIN PEARSALL

MR. & MRS. PETER G. PERRY

MRS. MARY H. PETERSON

MR. & MRS. ROBERT H. PRALL

MR. & MRS. EDWIN D. RALSTON

MR. PERRY RAWSON

MR. & MRS. WALTER READE

MR. & MRS. ADAM REICHARDT

MR. & MRS. HERMAN REIMANN

MR. & MRS. GORDON C. KELLY

MR. & MRS. ARTHUR KERWIEN

MR. & MRS. ISAAC KING

MR. & MRS. RUSSELL S. KESSLER

MRS. J. LYLE KINMONTH

MR. & MRS. NATHAN KING

MR. & MRS. EDWARD KLEIN

MR. & MRS. JULIUS KLEIN

MR. & MRS. RICHARD C. KLEIN

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MR. & MRS. CARL F. LEWIS

MR. & MRS. CHARLES LEWIS, 3rd

DR. & MRS. LEO LISS

LOCH ARBOUR FIRE COMMISSIONERS

DISTRICT NO. 3

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MR. & MRS. DONOVAN J. MANCINI

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 MR. & MRS. LEROY VOGEL
 MR. & MRS. BRUCE VOGEL
 MISS ESTELLE D. VOORHEES
 WANAMASSA FIRST AID SQUAD
 WANAMASSA FIRE COMMISSIONERS,
 DISTRICT NO. 2
 WANAMASSA FIRE COMPANY
 WAYSIDE COMMUNITY FIRE CO. INC.
 MRS. JEWEL WATERS
 MRS. EDWARD G. WAY
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 MR. & MRS. SANDERS A. WERTHEIM, Jr.
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 MR. & MRS. WILLIAM TAYLOR
 MR. & MRS. WILLIAM I. THOMPSON



Centennial Queen

JOYCE MEHOK

Joyce Marie Mehok, of 240 Oakhurst Road, reigned as Queen of the Ocean Township Centennial celebration. The eighteen year old high school graduate selected from a group of sixteen teen-age contest finalists scored high in wholesome beauty, personality, scholastic excellence, and home-making talents. Members of her court, who also achieved high scores for these merits were: Joan Peterson and Jean Peterson of Wayside, Gloria Lomasson of Wanamassa, Ruth Pritchard of Elberon Park, Gertrude Holland of Oakhurst, and Patricia Worrell of West Allenhurst.





Replica of an 1849 living room, the Ocean Township exhibit at the 1949 Cavalcade of Progress in Asbury Park. Attendants at the exhibit were township girls dressed in old-time costumes. Pictured here are Gloria Lomasson and Lois Perry with Mrs. Victor W. Ronfeldt, of the Centennial committee, at the left.



At right. Joan and Jean Peterson, of the Centennial Queen's Court, dressed in Easter finery of a century ago, participated in Asbury Park's 1949 Orchid Promenade to publicize the Centennial.

Congratulations

from the City of

ASBURY PARK

"One of America's Foremost All-Year Resort Cities"

Asbury Park's progress and development have been truly remarkable!

Asbury Park was founded in 1871 by James A. Bradley, a New York manufacturer, who for \$90,000 bought an uninhabited 500-acre tract of overgrown woodland which now comprises part of the city. The site on which the original town was laid out, stretched along the beach from Ocean Grove to Ocean Township.

In ill-health from overwork, Mr. Bradley was in search of a location where, as he put it, his "wearied body and brain might rest, lulled to sleep by the murmuring sea at night, and awakened in the morning by the songs of the birds."

Completely restored to good health after a short stay in Asbury Park, Founder Bradley threw his entire energies into building a seashore city that was to be unequalled anywhere.

The City was named in honor of Bishop Francis Asbury, the first Methodist Episcopal Bishop to be ordained in the United States.

Mr. Bradley's keen foresight and broad vision in city planning, coupled with the unstinting efforts of those who have followed him, combine to make Asbury Park one of the outstanding all-year resort cities in the nation today.

Asbury Park was incorporated as a City on March 25, 1897.

So remarkable was the growth of Asbury Park and so wide-spread the interest in this new resort city, that by 1883—a short dozen years after it was founded—more than 600,000 visitors arrived and departed by rail, during the three summer months of July, August and September, according to official records of the railroads serving Asbury Park.

The assessed valuation of Asbury Park climbed from \$15,000 in 1869 to \$1,500,000 in 1883, and since then its growth has

been truly phenomenal with the value of all land phenomenal with the value of estimated at more than \$100,000,000.

Asbury Park's first boardwalk was a narrow makeshift affair laid in portable sections and taken up during the winter months. During the years the walk was gradually improved. Today Asbury Park's boardwalk is the finest in the world. The Boardwalk was completely rebuilt in 1945.

In 1906 Asbury Park was greatly increased in area through the annexation of lands which now make up the western portion of the city and which formerly had been part of Neptune Township. The annexation move more than doubled the area of Asbury Park.

Not only did Asbury Park have a meteoric rise as a resort, but the permanent year-round population continued to forge ahead each year.

Today, Asbury Park, although among the youngest municipalities on the North Jersey shore, is the shopping, business, recreational, religious and civic center of the entire area, and one of America's major resorts.

In recent years millions of dollars of investments have been made by the City in developing the beachfront and boardwalk.

The continued development of Asbury Park during the years, however, was not confined alone to the beachfront. Additional millions in private investments were made throughout the City in towering hotels, stately business structures, thousands of fine private homes and tall apartment buildings. As Asbury Park, now one of America's major all year resort and commercial communities, continues to forge ahead, it does so with the knowledge that its growth has been aided greatly by the cordial relationships it has enjoyed through the years with the communities which abound it on all sides.

George A. Smock, II
Mayor

Joseph R. Ely
Councilman
Thomas Shebell
Councilman

Vincent P. Keuper
Councilman
Roland J. Hines
Councilman

J. Oliver Armstrong
City Manager

OCEAN TOWNSHIP CENTENNIAL CORPORATION



OFFICERS:

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SPENCER BENTLEY, Vice President
MRS. VICTOR W. RONFELDT, Vice President
ROBERT L. WAY, Treasurer
MRS. PETER G. PERRY, Secretary

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E. MELVIN GODDARD
WILLIAM B. JEFFREY
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Sydney G. Steiker

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Irene Johnson Vores

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William I. Thompson, Chairman
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Alex Lisch

CALVALCADE BOOTH

Malcolm T. Swan, Chairman
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Ethyl Raymond

Alex Lisch

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Laurence C. Leeds

Mrs. Victor W. Ronfeldt

FIREMEN AND FIRST AID

Benjamin DeAngelis, Chairman

Williams Bruns

G. Ernest Daley

Russell Kessler

Oliver King

Albert Koenig

Charles McGrath

Frank Tilton

Ferris Waitt

The Borough of

WEST LONG BRANCH

Until 1873, when the Township of Eatontown was created, the territory now comprising the borough of West Long Branch was a part of the Township of Ocean.

Because of this, the citizens of West Long Branch have a deep interest in the progress of its neighboring community on the south, and join wholeheartedly in the commemoration of its one hundredth birthday.

Historic West Long Branch

Known at various times as Branchburg, Hoppertown, and Mechanicsville.

* * *

General Horace Porter buried in Old First Methodist churchyard.

* * *

Birthplace, in 1844, of Garrett A. Hobart, vice president of the United States, under President William McKinley.

* * *

Grave and monument of victims of New Era shipwreck in 1854 located in Old First Methodist church cemetery.

* * *

President McKinley entertained at various times at vice president Hobart's summer home which was the Norman L. Monroe house on the site of the Guggenheim mansion, Cedar and Norwood Avenues.

* * *

The original mansion at Shadow Lawn was the summer residence of President Woodrow Wilson in 1916.

* * *

Old tavern of Alexander MacGregor at Cedar Avenue and Monmouth Road (now the residence of Mrs. Harriet E. Wilkeson).

* * *

The summer home of famous stage personalities of the past, Mary Anderson, Frank Chanfrau, Etta Henderson, E. H. Sothorn, Julia Marlowe, Bessie Clayton, and producers, J. W. Albough and Julian Mitchell.

The Borough of West Long Branch

James R. Mount, Mayor

Council:

Louis J. Barbour Halsey D. Phelan

Ira L. DeCamp Fred W. Schantz

Roy C. Parsons Dr. Owen Woolley

J. Russell Woolley, Clerk

GROUNDS

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William D. Ayers
William Bastedo
Walter Brown
Clayton Davison
Benjamin DeAngelis
Edward Eisele
Vincent Gorman
Benjamin Harvey
Oliver Herbert, Jr.
John H. Moor, Jr.
Ernest Worth
Richard Wroncy

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William E. Kemble
Alex Lisch

Walter I. Quelch
Victor W. Ronfeldt

MODEL AIRPLANE

Calhoun Smith, Chairman
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Arthur Kerwien
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Carlton Robbins

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Co-Chairman

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Mrs. William Bruns
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Mrs. Chester A. Gibson
Mrs. Samuel W. Gilman
Mrs. E. Melvin Goddard
Vincent J. Gorman
Mrs. Arthur L. Griggs
Mrs. F. Haas

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Harold J. Hough
Mrs. Marie Hundertpfund
Mrs. Elmer F. Hurley
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Mrs. T. D. Jenkins
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Mrs. Jerry Liebhardt
Mrs. Sidney Leichter
Mrs. A. M. Linnett
Mrs. A. Mauch

Edward M. Mautner
Mrs. Kenneth McKean
Mrs. Wayne Metz
Mrs. Anthony Miller
Mrs. Clifford Miller
Mrs. Lee F. Mitchell
Mrs. Harry Parmer
Mrs. Henry H. Patterson
Mrs. Mary Peterson
Mrs. Elmer Pullen
Mrs. Adam Reichardt
Mrs. James J. Reichey
Mrs. Ernest Reid
Mrs. Frank Roberts
Mrs. Frank Savage
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J. W. Vecchione
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Mrs. Frank Wardell
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Chairman

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Charles Peterson
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Spencer Bentley, Chairman
Willard E. Ashmore,
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L. Jack Osgoodby
Edward M. Roche

The Borough of
ALLENHURST
Congratulates
OCEAN TOWNSHIP
On its Centennial

The Borough of Allenhurst, incorporated in 1897, was originally a part of the easterly section of Ocean Township and the Borough is happy to have this opportunity of cooperating in the Centennial Celebration of the parent municipality.

The development of Allenhurst as a home and resort community antedates its incorporation by several years. There had been a few summer residents and pioneering year 'round citizens as early as 1890, but it was not until 1895 that the Coast Land Improvement Company, headed by Edwin P. Benjamin and James M. Ralston, purchased the entire Allen Estate, originally a farm bordering the Atlantic Ocean, and began the development. The Company had its own architects, builders and lumber yard and George D. Morrow, who came to Allenhurst from Trenton, was Superintendent of the building operations.

Abner Allen, father of George C., the first borough clerk, owned and operated the old "Allen House", the original Inn, which was replaced in 1895 by the "Allenhurst Inn" and its cottages, accommodating over 350 guests. The Inn attained in a short time a well deserved popularity and social events became numerous, among which was the annual "Allenhurst Family Reunion" on Thanksgiving Day, featuring a "hop," with waltzes, lancers and two-steps. The annual carriage parade was a mid-season event which attracted folks from far and near.

Many prominent and famous people were early visitors, among whom in 1899 was Sir Thomas Lipton, a guest of Mayor Edwin P. Benjamin. A few days prior to the races in which his yacht, Shamrock, endeavored to win the America's Cup, an elaborate affair was given in his honor at the "Inn."

In 1901, the "Inn" was destroyed by fire. Shortly thereafter a group of Allenhurst residents formed a social club and raised monies through the issuance of stock to construct what was later known as the Allenhurst Club. The project was headed by A. M. Thorburn and Arthur T. Davenport, together with a number of other citizens. This Club rapidly gained social eminence and its gala events, such as the annual masquerade, are still remembered. The Club held sway until, on a December day in 1929, it was destroyed by flames.

Since the incorporation of Allenhurst only five men have had the honor of hold-

ing office as Mayor, namely Messrs. Edwin P. Benjamin; William H. Duval; George D. Morrow; James M. Ralston and our present Mayor, William E. Selby. Mr. Selby is the only one having had the distinction of serving for twenty-five consecutive years. Our present Commissioner J. Frank Tilton has the distinction of having held his office for a like term. Commissioner Walter W. Reid, Jr., who, in January, marked his 13th year in office, was appointed in 1936 to fill the unexpired term of the late Charles R. Zacharias. Mr. Zacharias, by the way, was the first garageman in the City of Asbury Park, and his "Z" garage signs decorated the highways throughout the United States—one having been placed in Texas, reading two thousand and some odd miles to Asbury Park.

Mayor Selby, when looking back over the years, as he so often does, never fails to express his pride and gratefulness in having had the able advice of Richard W. Stout as Borough Attorney during his entire twenty-five year administration.

Some of the original pioneers are still active in business. For almost fifty years Alfred Hankinson has met all trains—first with his stage and horses and now with his autos. The Welschausen Grocery Store, established in 1902, now completely modernized, still caters to the "carriage" trade. March 9, 1949, marked the 42nd year in business in the borough for Archie Height and Bro., local plumbing concern. Ernest L. Pyle enjoys reminiscing and recalls the thriving business Pyle's Express did back in the gay 90's.

During the early development of Allenhurst the source of water supply from artesian wells was greatly publicized, and today Allenhurst is equally proud in that it still owns and operates its water plant, supplied by its own artesian wells.

Allenhurst takes great pride in its beach-front, where its municipally owned beach club has proven an outstanding success and has added much to the attractiveness of the summer life. Its modern club house of nautical design is a far cry from the tiny wooden pavilion which served bathers of the 90's.

With its parks, wide streets, luxurious homes, attractive shopping center, and beautiful beach front, the Borough continues to hold a place of importance as a summer and all-year round residential community.

William E. Selby, Mayor
J. Frank Tilton, Commissioner
Walter Williamson Reid, Jr., Commissioner

PUBLICITY

Robert H. Prall, Chairman
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John Guilfoyle
Edward N. Klein
Richard C. Klein
Alex Lisch

Thomas Molloy
Mrs. Peter G. Perry
**SCHOOL ESSAYS and
PICTURES**

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Mrs. James A. Fisher
Edward German
Mrs. Lyle Kinmonth
Miss Estelle Voorhees

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David Osborne
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Bruce Vogel

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Anthony Cittadino
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Edward Fitzmaurice
Laurus A. Follansbee
Emil C. Gardell
J. Russell Hibbets
Stanley A. Johnson
Mrs. Frank Klein
Pierre A. Lomet
Clifford Miller, Jr.
Henry H. Patterson
Mrs. Elmer Pullen
J. Peter Schafer
Mrs. B. Y. Tolen
Edward Whitehead, Jr.
Robert Whitehead

4-H SHOW

Edward M. Roche, Chairman
Weston Dangler
Wilton Dangler
Leonard B. Williams, Jr.

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Frank King

John MacDonald
Oakhurst Fire Co. & First Aid
Walter I. Quelch
Victor W. Ronfeldt
Mrs. Francis M. Rosenfeld
Everett A. Rudloff
Charles F. Sexton
Wanamassa Fire Company &
First Aid
W. Harold Warren
Alfred M. Woolley
Mrs. Matilda Woolley
Ernest Worth
Joseph Yarnall

The Borough

of

DEAL

The Borough of Deal, which in 1948 celebrated its golden anniversary, extends its best wishes to the citizens of the Township of Ocean as their municipality begins the second century of its existence.

Deal emerged as a municipal entity on March 7, 1898, when an act of the New Jersey Legislature divorced it from the Township of Ocean and accorded it borough status.

William H. Appleton was the borough's first Mayor, and serving with him on the council were John B. Thompson, Jacob B. Emmons, and John R. Purcell. The infant municipality held its first council meeting on April 18, 1898, when, according to borough minutes, Mayor Appleton rapped his gavel to open the session at 3:30 P.M.

Councilmanic government gave way to commission rule on July 2, 1912. The first board of commissioners was comprised of Mayor Aaron J. Bach, George A. Frick and William Levy.

Commissioner T. H. Beringer was appointed to the Board in March, 1914, and is now serving his ninth term in office. Another member of the borough's "old guard" in Clem Conover, who has been serving as clerk since 1915.

Mayor Frank E. Jaeger, who succeeded the late Mayor Eugene E. Sperry in 1945, served with Commissioners Theodore E. Beringer and Chester B. Opdyke, up to May, 1948, Chester B. Opdyke having served for twelve years.

In May, 1948, Solomon Lautman was elected Mayor, and Theodore H. Beringer and John F. P. Kelly were elected as Commissioners.

From a historical and legendary viewpoint, Deal's beginnings date back to the latter part of the 17th century. Its early history, like most early histories, is a mixture of fact and legend. It is a part of the tract of land which the pioneer Scotch surveyor, Gavin Drummond, acquired in 1687 and named Dale or Deale. Much of the land comprising the borough came into the possession of the White family, and part of it, about 200 acres, eventually passed to Hannah Hendrickson, one of the descendants. The Hendrickson family still lives in the borough in an 180-year-old homestead a block east of the borough hall on Roseld Avenue. "Gordon's Gazetteer" of 1834 recorded

Deal as having "several boarding houses, where from 50 to 100 persons can be comfortably accommodated." Deal became a part of Ocean Township in 1849 when the latter was formed from Shrewsbury township, and remained under township rule until the incorporation of the borough in 1898. The change from a farming to a residential community did not begin until 1894. A major real estate transaction launched the transition at this time when the Atlantic Coast Realty Company purchased a large tract extending as far north as Elberon. The developers hired Nathan A. Barrett, nationally prominent landscape architect, who laid out most of the borough as it exists today with wide streets and palatial homes.

The present borough hall was built in 1926 on property donated by the late William C. Durant, motor car manufacturer, who was a resident of the borough. As the result of this gift, the broad square fronting Borough Hall was named Durant Square.

Other outstanding landmarks in the borough are the spacious Deal Golf Club house, where former Mayor Hague of Jersey City, and prominent business and industrial leaders often paused after a round of golf; the railroad station which was designed by Nathan F. Barrett; the beachfront Casino, scene of summer social activities.

The Deal police department was among the first three in the state to install a two-way radio. The eleven members of the department have all received training in obtaining fingerprints and have attended various F.B.I. sponsored training schools.

Although a few of the palatial homes on spacious Ocean Avenue such as the mansion of the late Isador Strauss, who died in the sinking of the Titanic, and "White Hall," Senator Simon Guggenheim's show-place, have been destroyed by fire, many large estates remain. Ocean Avenue is still a favorite mecca of the Sunday motorist who looks with admiration at the gleaming mansions and their carefully nurtured lawns and shrubbery of postcard-like beauty.

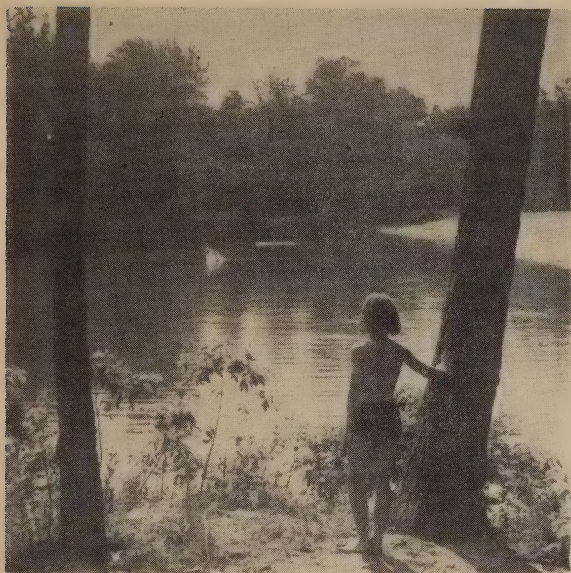
Solomon Lautman, Mayor

Theo. H. Beringer, Commissioner John F. P. Kelly, Commissioner

Clem Conover, Clerk

B. Carlton Fisler, Treasurer

Benjamin P. Lissner, Jr., Assessor



Scenic Ocean Township

Few areas of New Jersey compare with Ocean Township in rural scenic beauty. From the tranquility of picturesque Cold Indian Springs, pictured above, to the verdant farmlands and country estates, this land is a haven for artist and camera enthusiast, and the nature lover. Native and visitor alike have a mutual admiration for this land of beauty and tradition.



ERRATA

- Page 5 In caption of illustration. For on read at.
- Page 10 Line 38. Omit winter homes.
- Page 11 Line 33. For bulit read built.
- Page 15 Line 19. For ts read its.
- Page 16 In caption of illustration. For 1879 read 1873.
- Page 18 Fourth line from bottom. For Deal, from read Deal. From.
- Page 19 Eleventh line from bottom. For crowded read critical.
- Page 20 Line 6. For was read were.
- Page 23 Last line belongs at beginning of page.
- Page 28 Line 10 of text. For veyagers read voyagers.
- Page 28 Line 20 of text. For appaling read appalling.
- Page 30 Third line from bottom of text. For 408 read 240.
- Page 32 Fifth line from bottom. Read coffee from Rio de Janeiro.
- Page 33 Line 17. For Rio de Janiero read Rio de Janeiro.
- Page 35 Lines 8 and 12 are transposed.
- Page 37 Third line from bottom. For ong Branch read Long Branch.
- Page 47 Line 6 of text. Read On both sides of this brook the land.
- Page 51 Second line from bottom. For Dangler read Dangler's.
- Page 54 Lines 1 and 11. For Winston read Wilton.
- Page 54 Line 14. Read graduating from Rutgers.
- Page 54 Sixth line from bottom. For buz read buzz.
- Page 56 Line 7. For the in read in the.
- Page 64 Line 19. For remains read remain.
- Page 73 Line 23. For No. 2 read No. 1.
- Page 75 Lines 8 and 9 are transposed.
- Page 75 Line 16. For Schelff read Schelpf.
- Page 75 Line 21. For Speilgelberg read Spiegelberg.
- Page 75 In caption of illustration. For Albert Roberts read Albert Hulick.
- Page 84 Last line of first column. For runs read run.
- Page 90 Tenth name in first column. For Benglesdorf read Bengelsdorf.
- Page 94 Line 8 of caption. For beautiy read beauty.
- Page 96 Line 2 of second column. Read all land and buildings in the city today.

